

LEGION

MAGAZINE

The Terrible Condition of America's Freight Railroads



75 YEARS OF AMERICAN NEWSPAPER COMICS

THE WAR WE ALMOST FOUGHT WITH FRANCE

CHRISTMAS AROUND THE WORLD

*When the thought is genuine,
the gift should be.*

Dewar's "White Label"

They say there are a thousand ways to make Scotch whisky. They say.

There's a little corner of the world that doesn't agree. It's the town of Perth, on the banks of Scotland's River Tay. That's where they make Dewar's "White Label."

The men of Perth will tell you that authentic Scotch whisky has to be made where the air is chill and pure,



and the water is cold. And that is the air and water of Perth.

They will tell you that authentic Scotch whisky comes only when fine single whiskies are brought from the hills and glens of Scotland and allowed to sleep like bairns in their own snug vats to the day of full maturity. And that is the way of Dewar's.

They will tell you how each whisky, in its own good time, is brought to the Master Blender himself, who swirls it in his glass... "noses" it... sniffs it again... and takes a long deep breath to compare its bouquet with thousands he has known before.



Gift wrapped at no extra cost.

Does he remember them all? It is said that he does.

Small wonder then that the good red-bearded Scots of Perth show a bit of honest wrath when somebody tries to tell them there are a thousand ways to make authentic Scotch whisky.

Small wonder they consider their Dewar's "White Label" the authentic Scotch of today. And want you to know it.

Authentic.
Dewar's never varies.



BLENDING SCOTCH WHISKY • 86.8 PROOF
©SCHENLEY IMPORTS CO., N.Y., N.Y.

The American

LEGION

Magazine

CONTENTS FOR DECEMBER 1971

THE TERRIBLE CONDITION OF AMERICA'S FREIGHT RAILROADS 4

BY HARVEY ARDMAN

The problems facing America's rail freight business are barely visible to most of us, but they are so severe that even the railroads' competitors are supporting means to solve them.

CHRISTMAS AROUND THE WORLD 10

Christmas is celebrated more widely than any other single holiday, as the photos in this picture spread suggest.

75 YEARS OF AMERICAN NEWSPAPER COMICS 12

Selections from among the hundreds of successful comic strips which have been delighting audiences for years.

SHOULD THE OFFICE OF ECONOMIC OPPORTUNITY BE ABOLISHED? 18

TWO SIDES OF A NATIONAL QUESTION

PRO: REP. WILLIAM J. SCHERLE (R-IOWA)

CON: REP. SEYMOUR HALPERN (R-N.Y.)

THE WAR WE ALMOST FOUGHT WITH FRANCE 20

BY THOMAS FLEMING

Never were France and the United States so close to war as they were over the Louisiana Territory in 1802-1803.

COVER: DRAWING BY JAMES FLORA

Departments

| | |
|-------------------------------|------------------------------------|
| LETTERS TO THE EDITOR 2 | NEWS OF THE AMERICAN LEGION ... 31 |
| DATeline WASHINGTON 3 | PERSONAL 40 |
| LIFE IN THE OUTDOORS 28 | LEGION SHOPPER 47 |
| VETERANS NEWSLETTER 29 | PARTING SHOTS 48 |

Manuscripts, artwork, cartoons submitted for consideration will not be returned unless a self-addressed, stamped envelope is included. This magazine assumes no responsibility for unsolicited material.



DECEMBER 1971

Volume 91, Number 6

CHANGE OF ADDRESS:

Notify Circulation Dept., P. O. Box 1954, Indianapolis, Ind. 46206 using Post Office Form 3578. Attach old address label and give old and new addresses with ZIP Code number and current membership card number. Also be sure to notify your Post Adjutant.

The American Legion Magazine
Editorial & Advertising Offices
1345 Avenue of the Americas
New York, New York 10019

Publisher, James F. O'Neil

Editor

Robert B. Pitkin

Art Editor

Al Marshall

Assistant to Publisher

John Andreola

Assistant Editor

James S. Swartz

Associate Editor

Roy Miller

Assistant Art Editor

Walter H. Boll

Production Manager

Art Bretzfeld

Copy Editor

Grail S. Hanford

Circulation Manager

Dean B. Nelson

Indianapolis, Ind.

Advertising Sales

Robert Redden Associates, Inc.

121 Cedar Lane

Teaneck, N.J. 07666

201-836-5755

The American Legion Magazine Commission:

James E. Powers, Macon, Ga. (Chairman); Benjamin B. Truskoski, Bristol, Conn. (Vice Chairman); James R. Kelley, Radnor, Pa. (National Commander's Representative); Lang Armstrong, Spokane, Wash.; Charles E. Booth, Huntington, W. Va.; Raymond Fields, Oklahoma City, Okla.; Milford A. Forrester, Greenville, S.C.; Chris Hernandez, Savannah, Ga.; Mylio S. Kraja, Youngstown, Ohio; Russell H. Laird, Des Moines, Iowa; Howard E. Lohman, Moorhead, Minn.; Frank C. Love, Syracuse, N.Y.; Arthur M. MacCarthy, Tallahassee, Fla.; Loyd McDermott, Benton, Ark.; Morris Meyer, Starkville, Miss.; J. H. Morris, Baton Rouge, La.; Frank W. Naylor, Jr., Kansas City, Kans.; Harry H. Schaffer, Pittsburgh, Pa.; George Sinopoli, Fresno, Calif.; George B. Stover, Jonestown, Pa.; Wayne L. Talbert, Delphi, Ind.; J. Cornelius Tromp, Manhattan, Ill.; Robert H. Wilder, Dadeville, Ala.; Edward McSweeney, New York, N.Y. (Consultant); Chester K. Shore, Helena, Mont. (Consultant).

The American Legion Magazine is published monthly at 1100 West Broadway, Louisville, Ky. 40201 by The American Legion. Copyright 1971 by The American Legion. Second-class postage paid at Louisville, Ky. Price: single copy, 20 cents; yearly subscription, \$2.00. Order nonmember subscriptions from the Circulation Department of The American Legion, P.O. Box 1954, Indianapolis, Ind. 46206.

Editorial and advertising offices: 1345 Avenue of the Americas, New York, N.Y. 10019. Wholly owned by The American Legion with National Headquarters at Indianapolis, Ind. 46206. John H. Geiger, National Commander.

NONMEMBER SUBSCRIPTIONS

Send name and address, including ZIP number, with \$2 check or money order to Circulation Dept., P.O. Box 1954, Indianapolis, Ind. 46206.

POSTMASTER:

Send Form 3579 to P.O. Box 1954
Indianapolis, Ind. 46206

LETTERS TO THE EDITOR

Letters published do not necessarily express the policy of The American Legion. Keep letters short. Name and address must be furnished. Expressions of opinion and requests for personal service are appreciated, but they cannot be acknowledged or answered, due to lack of magazine staff for these purposes. Requests for personal services which may be legitimately asked of The American Legion should be made to your Post Service Officer or your state (Department) American Legion Hq. Send letters to the editor to: Letters, The American Legion Magazine, 1345 Avenue of the Americas, New York, N.Y. 10019.

OUR LOOMING POWER SHORTAGE

SIR: Congratulations on publishing Jerry Pournelle's "Our Looming Electric Power Shortage," in the October issue. It is a subject worthy of the space and detail given to it.

Dr. Pournelle's article points up once again what the New York State Action for Clean Air Committee has been saying for some time now: We need a comprehensive national fuels and power policy, since this is the only way we can deal effectively with the problems of supply of fuel and power and the protection of the environment. Piecemeal solutions will leave us worse off than we are.

It is articles like Dr. Pournelle's which will stimulate the kind of thinking necessary to achieve this policy.

KENNETH KOWALD, *Executive Secretary*
New York State
Action for Clean Air Committee
New York, N.Y.

SIR: My compliments to you on your article on our threatened electric power shortage. It is amazing to me how many experts on pollution have developed in the last few years or, as Mr. Pournelle so aptly put it, "self-styled" conservationists, ecologists and environmentalists.

Our future is built on progress, and electricity certainly plays an important part in all of our lives. I, for one, firmly believe in the safety and the future of nuclear energy.

GORDON A. MACDONALD
Des Plaines, Ill.

SIR: Your power shortage article began by stating five conclusions about electric power that we can come to. May I add a sixth: We are wasting an awful lot of electric energy.

With our present system of selling electric energy, we are encouraging waste by using a declining rate scale. In our locality, we begin by paying 7¢ per kwh, and end up by paying 2.16¢ per kwh, if we use enough.

Not only does this discourage economy, but it discriminates against the poor. Their electricity is costing them about twice as much per kwh as it is costing those who can afford a second (or third) air conditioner, TV set, etc.

If the power companies were to adopt a method of pricing electricity with the thought in mind of saving energy, and thereby also reducing air pollution, thermal pollution and the destruction of our landscape, it would go a long way toward easing the problem. They might use the argument that the stockholders demand a fair return on their investment. Might I say I own stock in an electric utility and I consider the preservation of our environment of much more importance than my dividend check.

ARTHUR G. KRIEWALDT
Shawano, Wis.

SIR: With reference to your concluding

remarks in your article on the nation's power crisis concerning "self-styled" 'conservationists,' 'ecologists' and 'environmentalists,' and their potential to cripple efforts to ease or solve the crisis, I'd like to pass on this comment, made by W. Donham Crawford, president of the Edison Electric Institute: "If you want to replace the internal-combustion engine with mass transit in our polluted cities, if you want to recycle aluminum and steel cans into useful products, if you are going to try to clean up the sewage and rivers and lakes, if you're going to clean the air, it will take enormous amounts of electricity." These "enormous amounts" are in addition to the galloping demands that are already draining our present sources of energy.

R. G. WALTERS
New York, N.Y.

THE UNDERRATED PRESIDENT

SIR: Thank you for shedding light on the administration of James K. Polk ("Our Most Underrated President: James K. Polk," October). He does, indeed, deserve a better shake than history has given him, as the article makes clear, and as a larger work on his one term in office will confirm.

IRV C. GILLETTE
Hollywood, Calif.

PING PONG DIPLOMACY

SIR: I would like to commend Leavitt A. Knight, Jr., on his article, "What's Behind Ping Pong Diplomacy?", in the October issue. It was an interesting wrap-up and the facts were presented fairly. Mr. Nixon needs the support of all the American people if he is to accomplish what he has set out to do.

MALLORY KNOX
Jackson, Miss.

INFO SOUGHT ON LT. GEN. R. L. BULLARD

SIR: For a work-in-progress on the life of the late Lt. Gen. Robert Lee Bullard, USA, Commander of the 1st Div., 3rd Corps; and 2nd Army of the American Expeditionary Force, I would like to hear from any veterans who had personal contact with General Bullard, especially men who served with his headquarters or personal staff in France.

ALLAN R. MILLET
Associate Professor of History
Mershon Center
Ohio State University
199 W. 10th Ave.
Columbus, Ohio 43201

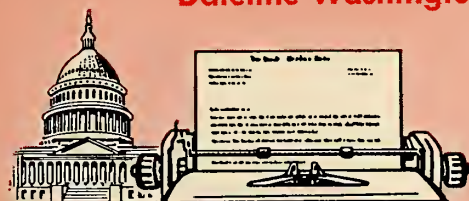
ATTN: 461st BOMBARDMENT GROUP

SIR: For research on a history of the group, I would like to hear from former members of the 461st Bombardment Group, Army Air Force, WW2. Particularly helpful would be documents, but all information would be received with appreciation.

DONALD G. CHARLAND
4524 Devonshire Ave.
Lansing, Mich. 48910



"Have you been running to Ann Landers with our troubles?"



DEFENSE PENDULUM SWING. SETTLING SHORELINE SHOOT-OUTS? EARLY WED, EARLY DIVORCED.

Although Congress, in its mood of discontent with the Vietnam war, is still of a mind to cut back defense spending, there are indications the pendulum will shortly be swinging back.

For one thing the warning of Vice Admiral Hyman G. Rickover, given to a closed session of the House Appropriations Committee last May, has been permitted to reach the press and public. The outspoken father of our nuclear navy declared that the Russian navy will soon surpass our own; and that since the Soviet army was already stronger than our own, the United States might well be reduced to second-rate power.

For another, Rickover's warning has since been reinforced by Secretary of Defense Laird's revelation that in 1973 the Soviet Union will match the United States in Polaris-type missile submarines and then surpass it.

The United States must change its foreign policy or increase its strength, Admiral Rickover says—and he has a long record of persuasiveness with Congress.

Washington observers are worried that freedom of the seas, a cherished American tradition, is in danger. Claims over the sea, stretching 200 miles into the ocean, have been made by a score of countries, resulting in shooting confrontations between our fishing fleets and their naval patrols.

The State Department hopes that the recurrent clashes involving our tuna and shrimp vessels—which arouse Congress—can be contained until 1973, when a United Nations conference can meet and work out some international code on free passage and fishing.

Problem is that the United States proclaims control over 12 miles of coastal water and will recognize only as much jurisdiction by other countries. However, underwater, the U.S. insists on sovereignty over its continental shelf, which at some points extends more than

200 miles beyond our seashore. The U.S. doesn't claim waters above shelf; but some countries, having no shelf, demand control over their adjacent ocean, its fish and other resources.

The Bureau of the Census, which generally sticks to its statistics, was inspired to quote, "Marry in haste, repent at leisure," in reporting results of its latest study on U.S. marriages.

The report discloses that American men who wed before reaching 22 were twice as likely to end up divorced within two decades of married life than those who exchanged vows after 22. The eager fellows showed a 28% divorce rate, as against 13% by more reluctant guys.

A similar two-to-one ratio, 27% against 14%, was disclosed by the study of girls marrying in their teens as compared with those in their twenties.

During the first two years, wives having children were twice as likely to be divorced. Between three and ten years of marriage, the childless or one-child wife had the greater probability of finding herself divorced.

PEOPLE & QUOTES

ECONOMIC SUPPORTS

"The wage and price restraints that follow the freeze ... will depend primarily upon voluntary action ... of both labor and management and ... upon public support." President Nixon.

PHASE II GLOOM

"The freeze and the Phase II controls outlined by the President are like putting a brick on top of a boiling kettle to keep the lid from blowing off." M. Friedman, economist.

PRODUCTIVITY

"Our ability to improve our standards of living depends directly on our willingness to work to create the goods and services we enjoy." Chairman Roche, General Motors.

QUALITY COUNTS

"...in our quest for a better environment, we must always

remember that the most important part of the quality of life is the quality of work." George C. Guenther, Asst. Sec'y of Labor, Occup. Safety and Health.

RESHAPING SOCIETY

"Those who would look to judges ... to innovate and reshape our society will do well to ponder what remedy is available if the world shaped by the judicial process is not to their liking." Chief Justice Warren E. Burger.

CHANGING VALUES

"There was a time when everyone wanted the biggest, fastest, flashiest car around as a status symbol. Now more people worry about durability, cheapness of fuel consumption and pollution." Virginia Knauer, director, Office of Consumer Affairs.

By HARVEY ARDMAN

THERE'S A DRASTIC bill in Congress called the Hartke-Adams Bill, designed to bail out America's freight railroad service. The state of the freight business isn't very visible to the average man. But if you want a quick idea of the shape the railroads are in as freight haulers, it might bring you up short to know that truckers and bargemen who compete with the railroads are pretty much *for* the Hartke-Adams Bill.

For years, the railroads yowled against their competitors and against "unfair advantages" over the railroads that public policy gave their rivals. Now

the rails are in such terrible shape that those same rivals are supporting what is essentially a brand new public policy to aid the railroads.

We all know about the troubles the railroads have had with passenger traffic. It became so unprofitable that a public corporation—"Amtrak"—was formed to make sure rail passenger links between the larger cities were continued.

But few are aware that the freight end of railroading is in such a serious pickle that a statement of its troubles and what's needed to overcome them reads more like the railroads' usual special pleading than the awful truth.

Rails carry 41% of the nation's

freight, but they're so badly off that they are barely hanging on. The tale of woe is endless and of serious national concern.

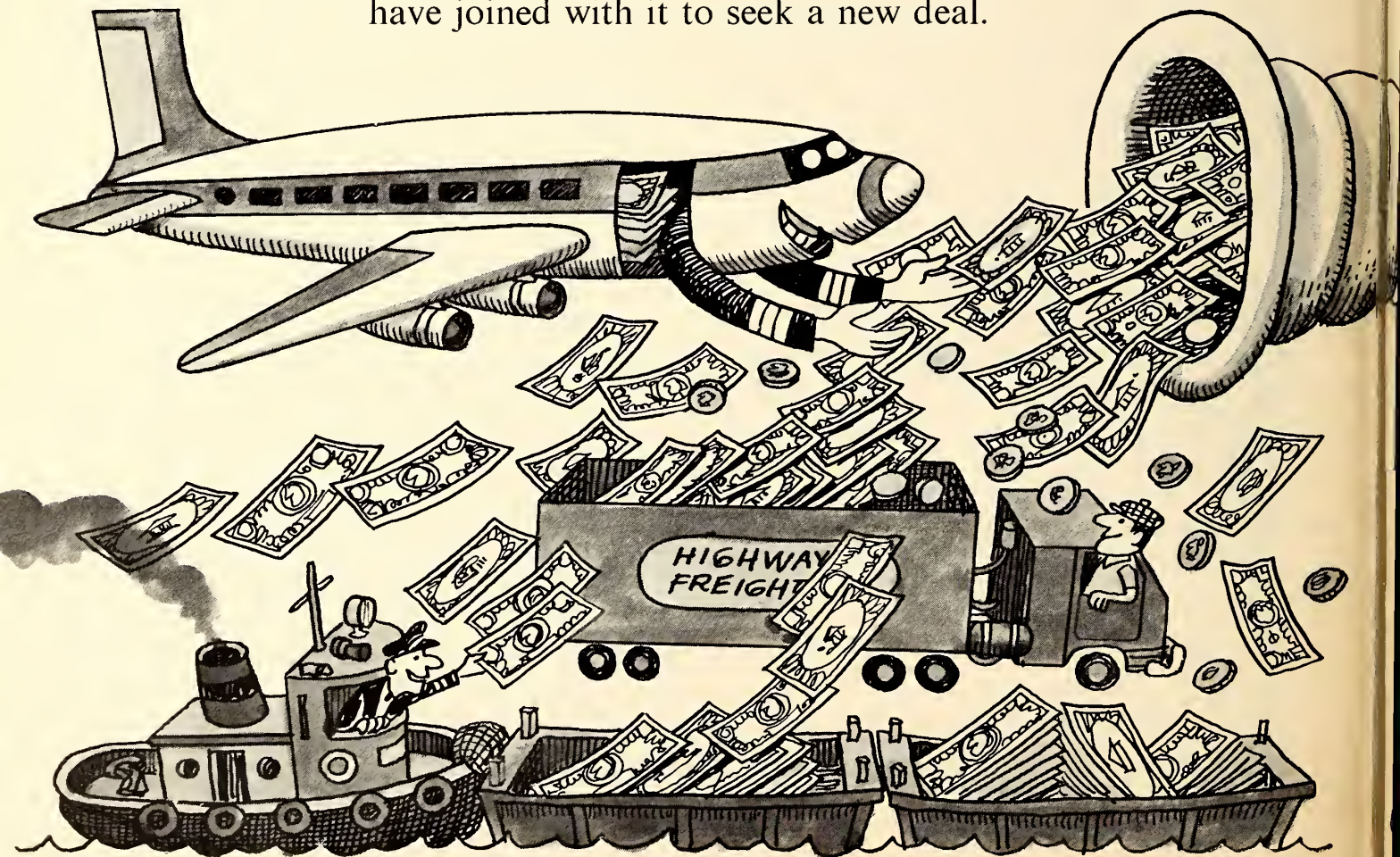
Last year 21 of the 71 larger railroads lost money. Most of the others were barely in the black. For 23 of them current liabilities exceeded their total current assets.

Their total working capital slipped from over \$934 million in 1955 to less than \$56 million in 1970.

The railroad industry earned 2.367% on its investment in 1970, the poorest of any major industry. It could have done much better if it had folded up and put its assets in government bonds. The

The Terrible Condition of America's Freight Railroads

Our rail freight is in such a mess that its rivals
have joined with it to seek a new deal.



truck lines made nearly 10% on their investment, barge lines nearly 9%, oil pipelines almost 10%. General Motors racked up profits of 18%. The Bell Telephone System, which, like the railroad industry, is heavily regulated, had a profit of almost 9%.

The railway roadbeds are in bad shape, while obsolescence is catching up with the locomotives and cars that haul our freight. Poor earnings have made it almost impossible for the railroads to finance enough new rolling stock or keep roadbeds in good shape.

About half the locomotives now running are beyond their normal life expectancy. More than a quarter of the 1.8 million freight cars now in use are over 20 years old. The condition of the tracks they run on has been going downhill since 1957, when the roads had to slash the replacement of rails and cross-ties in order to meet debts and payrolls. While \$11.6 billion has been spent on tracks, cars and locomotives in the last ten years, it hasn't been enough for the job.

Since January 1970, the railroads have been giving their employees the largest wage increase in their history, in graduated steps that will continue until June 1973. It will amount to over \$2 billion more than the employees were getting at the end of 1969.

The total profit of all the railroads in the country last year was about a half billion dollars (on a gross income of \$12 billion). The wage increases through 1973 are enough to turn their half-billion

dollar profit of 1970 into a half-billion dollar loss—all other things being equal.

In the last ten years, the average railroad worker's hourly pay has risen over 50%. Ten years ago the average road had to haul a ton of freight about 200 miles to pay one worker for one hour of work. Today, it has to haul the ton nearly 300 miles to meet the same obligation.

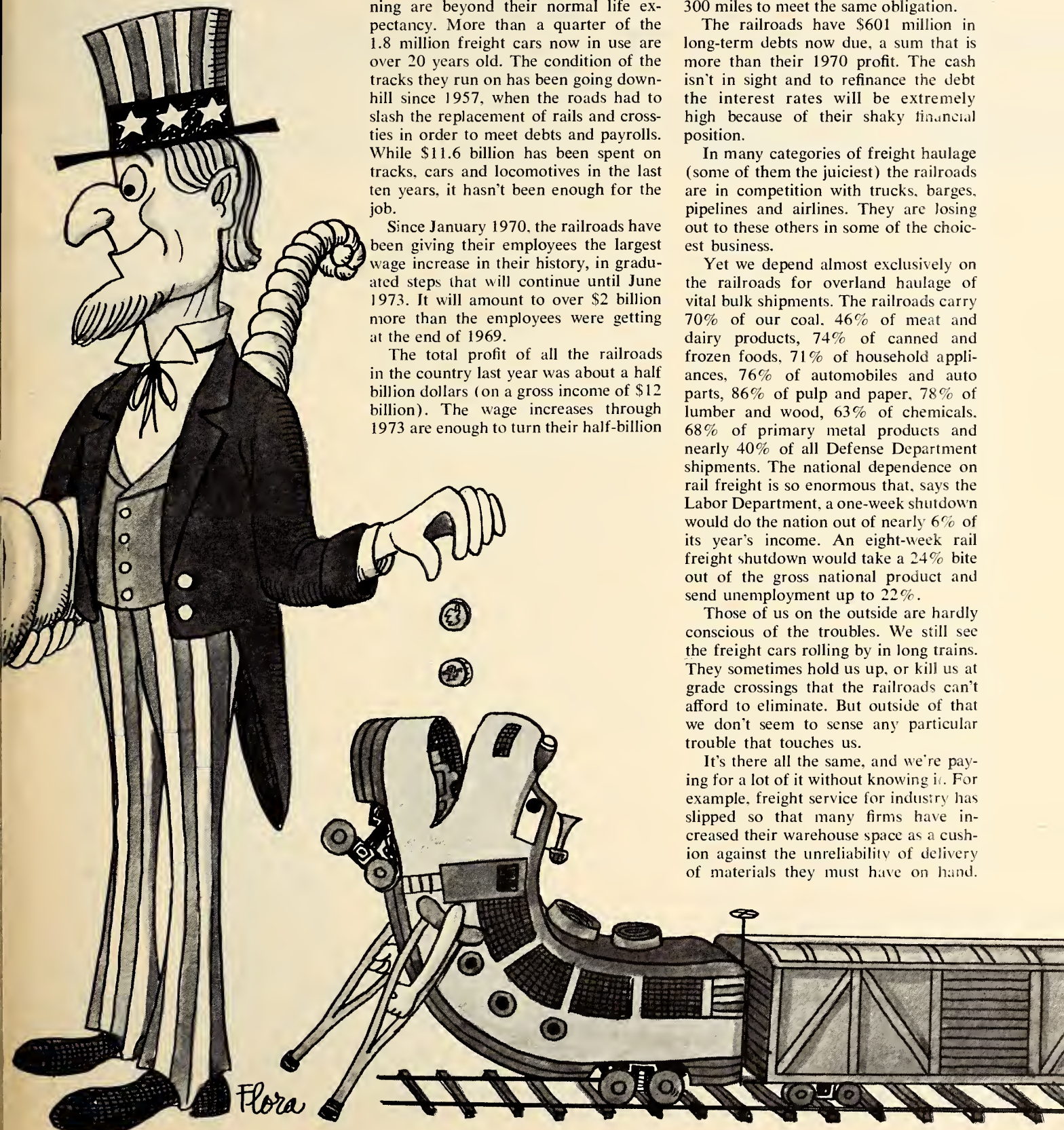
The railroads have \$601 million in long-term debts now due, a sum that is more than their 1970 profit. The cash isn't in sight and to refinance the debt the interest rates will be extremely high because of their shaky financial position.

In many categories of freight haulage (some of them the juiciest) the railroads are in competition with trucks, barges, pipelines and airlines. They are losing out to these others in some of the choicest business.

Yet we depend almost exclusively on the railroads for overland haulage of vital bulk shipments. The railroads carry 70% of our coal, 46% of meat and dairy products, 74% of canned and frozen foods, 71% of household appliances, 76% of automobiles and auto parts, 86% of pulp and paper, 78% of lumber and wood, 63% of chemicals, 68% of primary metal products and nearly 40% of all Defense Department shipments. The national dependence on rail freight is so enormous that, says the Labor Department, a one-week shutdown would do the nation out of nearly 6% of its year's income. An eight-week rail freight shutdown would take a 24% bite out of the gross national product and send unemployment up to 22%.

Those of us on the outside are hardly conscious of the troubles. We still see the freight cars rolling by in long trains. They sometimes hold us up, or kill us at grade crossings that the railroads can't afford to eliminate. But outside of that we don't seem to sense any particular trouble that touches us.

It's there all the same, and we're paying for a lot of it without knowing it. For example, freight service for industry has slipped so that many firms have increased their warehouse space as a cushion against the unreliability of delivery of materials they must have on hand.



CONTINUED

The Terrible Condition of America's Freight Railroads

The storage costs and the costs of the warehouses are passed on to us in the price of goods. Other firms turn more to trucks for haulage that's cheaper by rail. And the extra cost is passed on to the consumer again. For a different example, some time back deliveries of the magazine you are now reading failed to show up in the northeast one month. The missing issues were finally located on a siding in Elizabeth, N.J., completely lost track of. Problems in accounting for cars are an important aspect of the present difficulties of the railroads. Even more so is the problem of having empty cars in the right places for new loads.

While the railroads are barely managing to keep their noses above water in 1971, and don't see how they can meet 1973's problems, it is already estimated that by 1980 the country will need to have them carry 46% more freight than they do now. The way things are going, they may not even be able to deliver that much freight to points where trucks and barges take over some of it.

Small wonder that in the Hartke-Adams Bill the railroad, trucking and barge industries are together on a plan to rewrite public policy on freight haulage, to put all surface transportation on a financially sound basis, to bring roadbeds and rolling stock up to snuff and to bring rates and service into a new balance.

Since the Hartke-Adams Bill deals to a great extent with altering past practices and policies, its content is more digestible when seen against the background of how the railroads got into their present woeful state.

Many of the railroads' current troubles arose from the way they handled themselves during their overwhelming success in decades past.

The first practical steam railroad was demonstrated in England on Sept. 27, 1825, by George Stephenson. Only 11 years later, a total of 1,273 miles of railroad track reached out across the United States from Boston to Savannah and from New York to Central Ohio.

By the time the Civil War began, there were less than 30,000 miles of rail-

road in the United States. The only competition came from horse-drawn wagons, canals, river traffic and coastal shipping. The railroads quickly surpassed all other modes of inland shipping.

The big expansion began with the end of the Civil War. Between 1865 and 1905, nearly 160,000 miles of rail were laid in the U.S. (Today, over 206,000 miles of rail are in service in this country.)

It was then that the railroads planted the seeds of their present-day difficulties. During the 1870's and 1880's, the expansion of the railroads was largely responsible for the expansion of the nation. In 11 Western states the population soared in areas where most of the land would have been worthless to settlers if railroads hadn't provided freight and passenger service in and out.

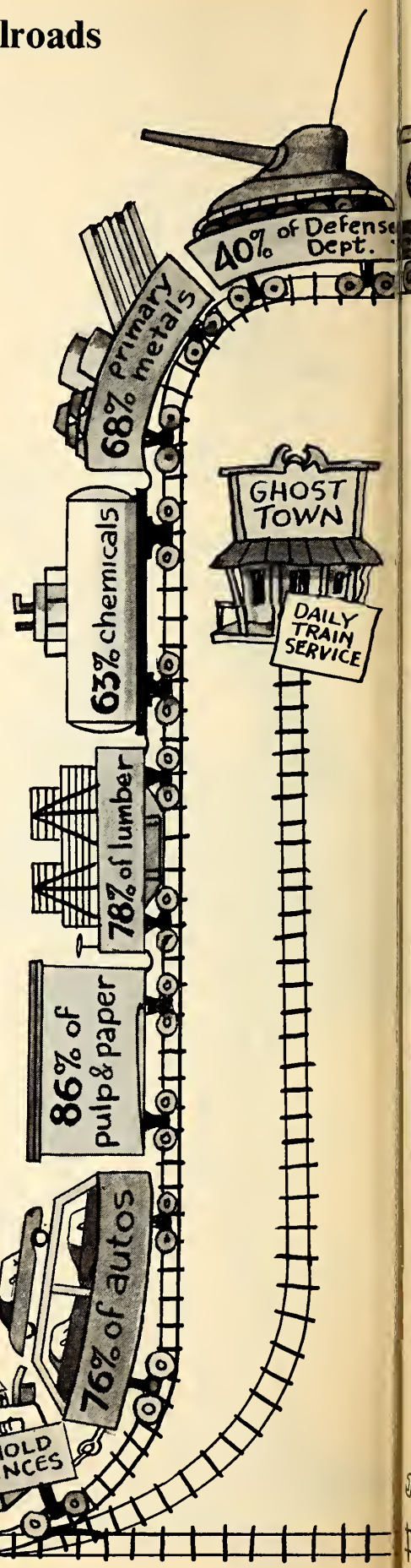
This era saw issues of worthless railroad stock and other financial frauds; mergers that enriched railroad directors and impoverished stockholders; rapidly fluctuating freight rates that made millionaires out of some favored shippers and ruined others. During one 18-month period, the railroads paid John D. Rockefeller something like \$10 million in freight rebates on his oil shipments. This was the basic advantage that let him establish a monopoly over competitors in the oil business.

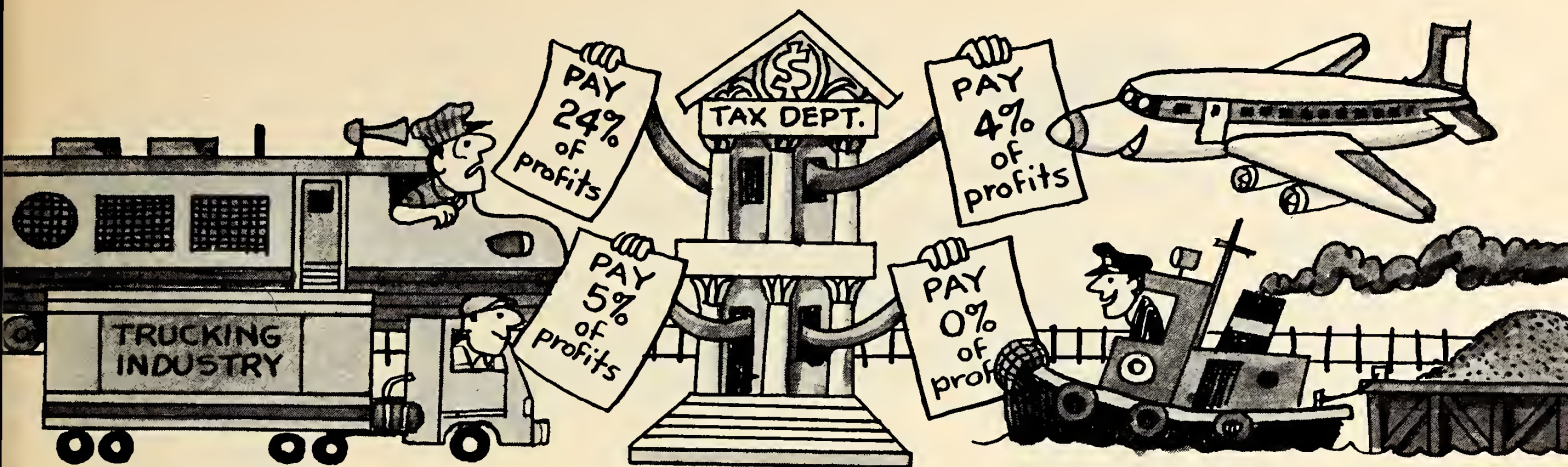
Many railway directors encouraged rapid and shoddy construction to qualify for land grants and government subsidies—and milked stockholders through dummy construction companies owned by directors and officers of the railroads.

This period saw the rise of the railroads tycoons—Vanderbilt, Gould, Fisk, Stanford, Hopkins. They controlled the nation's largest railroads, and also the fate of towns, cities, states and regions. They dictated where the lines would go, what the rates would be. At every opportunity they took advantage of the government, the shippers, the consumers and each other.

In the early 1860's, Cornelius Vanderbilt took over two New York City lines, thereby gaining control of all direct rail traffic in and out of Manhattan.

ILLUSTRATED BY JAMES FLORA





In 1867, he broke off all service between his roads and the New York Central, which linked New York City to the rest of the country. In short order, the New York Central was in desperate shape. It didn't take Vanderbilt long to take control of the faltering line, which is what he had in mind all along. Soon afterward, he voted himself a personal bonus of \$6 million in cash and \$20 million in stock.

A memorable railroad incident of the period occurred in Utah, where the rails of the Union Pacific and the Central Pacific were eventually joined to create the first coast-to-coast rail link. Each line had been getting up to \$48,000 a mile in federal loans to lay track.

But when they first met, there was no joining. Instead, both roads continued to build tracks right past each other, constructing parallel roadbeds in opposite directions. Each road laid as much as ten miles of track (to qualify for \$480,000 in government loans) in a single day.

After hundreds of miles of parallel

track were laid, someone in Washington realized what was happening. On May 10, 1869, the two lines were finally joined with the famous Golden Spike.

Such occurrences were common. In North Carolina, the legislature issued more than \$6 million in bonds to pay a ring of robber barons for building 93 miles of railroad track worth less than \$1 million.

It seemed that railroad directors had all the power of mayors, or even governors, with no elections to keep them reasonably honest. By the late 1870's, the railroads were public enemy number one in the United States.

If the public didn't like the railroads, the railroads returned the feeling. William Vanderbilt, successor to Commodore Vanderbilt of the New York Central, summed it up neatly.

A reporter asked him if he didn't run the New York Central for "the public benefit."

"The public be damned," Mr. Vanderbilt replied.

The railroads created an enormous reservoir of ill will, a combination of fear and hatred that even today in-

fluences regulatory agencies and public attitudes.

In 1887, they began to pay the price. That year, Congress passed the Interstate Commerce Act, which created the Interstate Commerce Commission (or ICC). It was the people's answer to the carelessly used power of the railroads.

The ICC was designed to bring the railroads under government control, to see that rates were just and reasonable, to prevent illegal pooling agreements, to forbid discrimination between localities and classes of freight, and to ride herd on railroad financial practices. The railroads screamed bloody murder, but had no choice except to yield. Though ICC regulations were tough, the railroads still had almost the entire transportation pie to themselves in those days, and profits were still high.

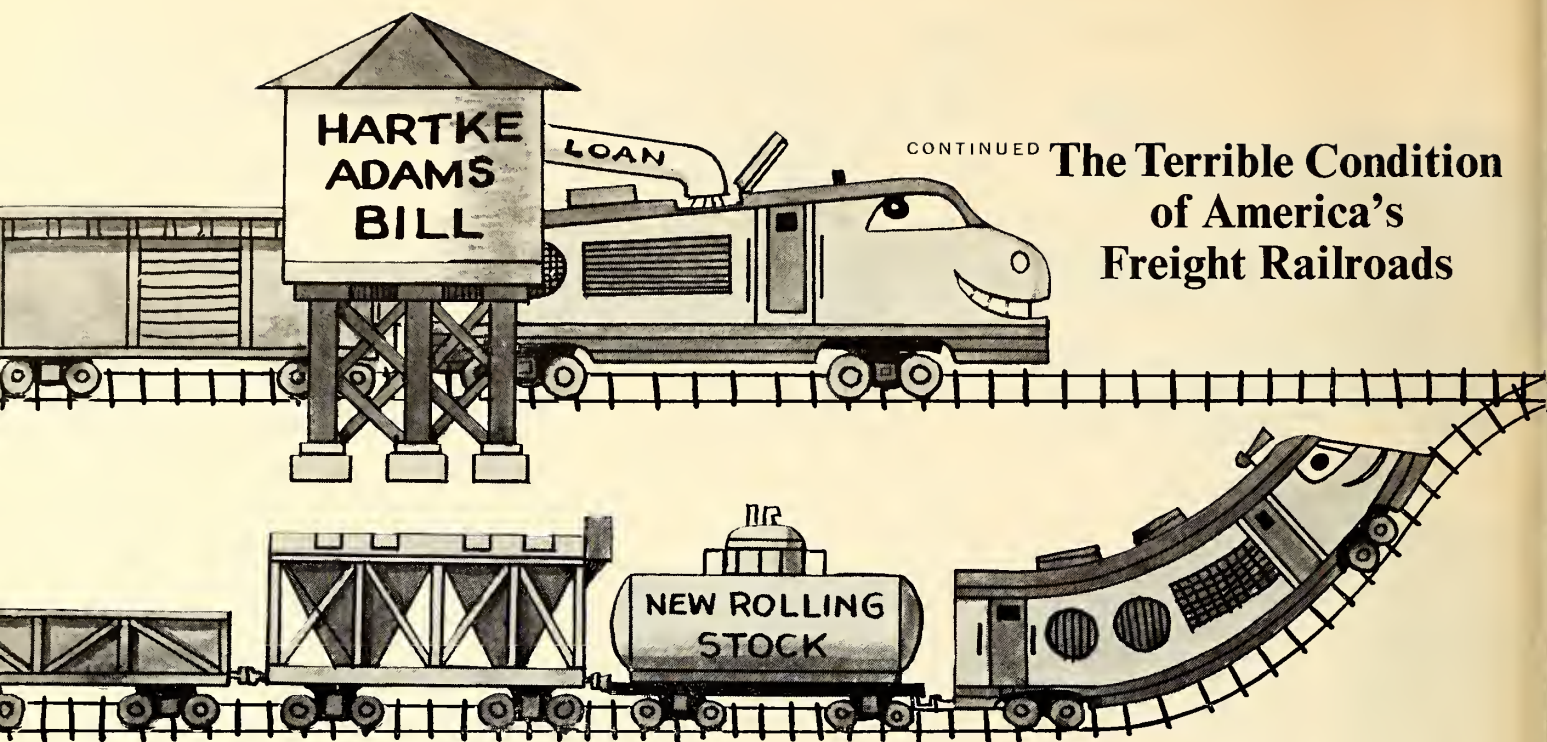
Then, the railroads picked up competition. Barge lines increased in number and length. Technicians figured out how to build pipelines that could carry oil and, later, lumps of coal in running streams of water—slurries. Most important, trucks were developed—and they soon began carrying freight.

In the early 1900's, the ICC did its best to protect these weak or newborn forms of competition against the mighty railroads. The ICC made sure the railroads didn't price truck lines out of business, or simply buy them up. Barges and trucks were given federal help, in the form of highways and water channels. In short, the nation did everything possible to foster competition, and keep the railroads in their place.

This pattern of regulation developed into a habit that continues to this day, when railroads are tightly regulated, heavily taxed and lightly supported with federal funds, while other modes of freight transportation are treated with care, deference and large infusions of cash.

For example, railroad freight rates and routes today are 100% regulated. But an estimated 75% of what they carry could move entirely without regu-





CONTINUED The Terrible Condition of America's Freight Railroads

lation on one or more other transportation modes. Only 39% of the inter-city truck tonnage moves under ICC rules and restrictions, only 14.6% of the river and canal barge traffic is regulated, only 4.4% of the domestic deep sea traffic is regulated, and only 1.1% of Great Lakes traffic is regulated.

Not only are railroads regulated more than other carriers, they are taxed more. Railroads today pay more than 24% of their revenues in taxes, while truck lines pay about 5%, buses not quite 5%, airlines 4% and barges nothing at all.

The rails get it in the neck from local taxes. Unlike many industries, they can't pick up and move elsewhere when taxes soar, and no communities woo them with favorable inducements to relocate. Many state and local governments tax them at a higher rate than they tax other industry. The roads claim that nearly a quarter of the \$300 million they pay in yearly property taxes to state and local governments is discriminatory.

If they pay more in taxes they get less in government aid. In 1970, the most recent year for which there are complete figures, government at all levels spent nearly \$25 billion on various transportation modes—highways, waterways, airports, etc. Of this, the railroads got about one seventh of 1%, most of it to reimburse those in the northeast for losses suffered in commuter operations. Last year wasn't exceptional. During the last 15 years, government has spent \$246 billion on air, highway and waterway traffic improvements.

Of course, trucks, buses and airlines pay taxes, too. But taxes from the big trucks fall about 20% short of covering what it takes simply to make highways strong enough to carry those heavy vehicles. In the next ten years, airline taxes are expected to fall about \$3.2 billion short of planned government aid to airport facilities.

Barge lines haul freight on government developed waterways without paying user taxes, interest, maintenance or rent. The railroads say that if barge lines had had to pay the \$14.6 billion cost of waterway development their freight rates would be far higher than railroad rates. They'd surely be higher than they are—even if how much higher is subject to the normal fog that surrounds rival claims.

At the moment, no significant government expenditures to help build or improve railroad freight facilities are planned, and the rails look back to the 1800's for the last substantial aid they got. Then, the federal government gave them land grants. By 1871, it had given 80-odd railroads 131 million acres of land, at that time worth about \$125 million. It was used in the construction of about 19,000 miles of rail line, and in settlement along the rights of way. It involved less than 10% of our total trackage.

In return, all the railroads—including those which received no grants—agreed to carry government freight and personnel at half price, and mail at 20% less than standard freight rates.

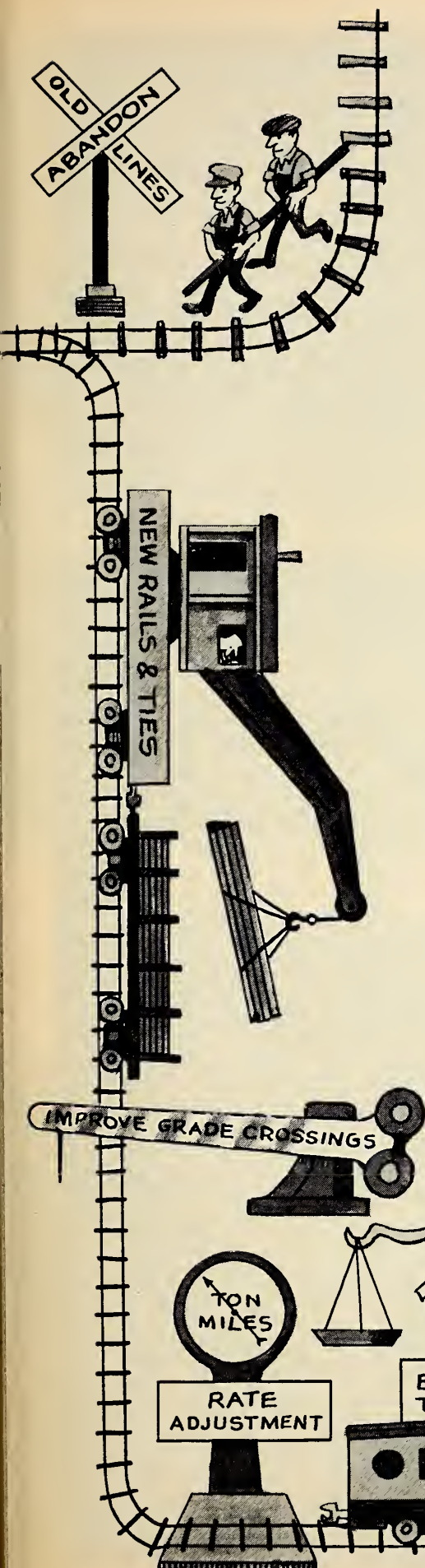
Not until 1946 was this agreement

cancelled. By that time, according to a Congressional investigation, the government had saved roughly \$1.25 billion—ten times the original value of the land grants.

Aside from being at the tail end of government support, the railroads suffer from stricter regulation than other carriers. Restrictions against their owning other modes of transportation are much more severe than those affecting other carriers. The rules governing railroad mergers are indescribably complex and difficult to meet.

The ICC strictly controls the changing of railroad freight rates. While the original motive was to keep the roads from charging too much or being discriminatory when they had a monopoly, the same controls have made it hard for them to reduce rates in order to compete freely with other carriers. In recent years, the rails have lost money by not being able to raise their rates in line with national inflation, and they've lost more by not being able to reduce rates where it would help them get business that they can carry more cheaply than anyone else.

Even when the ICC has let the railroads change rates, the agency has often taken years to give permission. Such delays, the railroads claim, have cost them billions. For example, the Southern Railway wanted to lower rates on shipments of meat, bread, butter and milk to compete with other carriers. The ICC took two years to approve the lower rates—which now save consumers \$30 million to \$40 million a year.



Even though the ICC acts slowly and reluctantly on rate reductions, the railroads have reduced freight rates since the late 1950's. The average revenue per ton-mile in 1970 was slightly less than in 1958—despite the fact that the consumer price index rose 35% in that period.

The railroads have faced similar problems with the ICC in connection with abandoning track that is no longer profitable. Though 95% of the track in the United States is just where it was laid down long ago, the industry it originally serviced has moved and shifted from area to area.

In New England, for instance, the textile mills that were once the railroads' biggest freight customers in the area have gone, but the track remains, and the roads have to keep serving the remaining customers—often at a loss. Now, about 40% of the trackage handles 90% of the New England freight—which means that the other 60% carries only 10% of the area's cargo.

There's a similar situation in parts of the Midwest. In Iowa, for example, there's a rail line nearly every six miles—because, in days past, the normal horse and cart could travel only 12 miles a day, six miles to the track, then six miles back. Today, trucks have made most of these rail lines obsolete. Yet the rails must operate them at a loss for the little remaining business.

The railroads say they simply can't afford to run branch lines that produce only red ink. Shippers couldn't either, if they paid what it costs, the railroad companies claim. According to the railroads, the solution is to leave freight service in such areas totally to truck lines which connect with rail lines. Profitable truck rates would be somewhat higher in many cases, but not as high as would be necessary to run losing branch rail lines at a profit.

Whenever a railroad wants to abandon an existing branch line, it must file a request with the ICC. The ICC judges

these requests individually, weighing the railroad's financial woes against public interest. Until a decision is reached, the railroad must continue to operate the line, sometimes with heavy losses.

Even when the ICC recognizes the need for abandonment, its pace can be catastrophically slow for the rail line. In 1960, for instance, a special ICC investigation into the bankrupt New Haven Railroad revealed that one of its problems was a maze of unprofitable branch lines. The investigators suggested that 1,200 miles of light traffic density line be reviewed for pruning. The New Haven made applications to abandon this trackage. But the ICC took its time even with abandonments that only amounted to ten-mile stretches. By the end of the New Haven's operation as a separate railroad (it was absorbed by the now-bankrupt Penn Central in the late 1960's), it had been able to shed only 235 of the recommended 1,200 miles.

The railroads have introduced relatively few innovations to help solve their problems, so that what they are operating is very largely antiquated and obsolescent. They say they are fully aware of this. They add that, in the face of almost total regulation, many of their ideas have been frustrated from the start by artificial restrictions, while poor earnings have kept them from affording others. Even so, they say they made what innovations they could during the 1950's and 1960's to keep freight operations profitable.

The most publicized of these, perhaps, was piggybacking. The concept of putting fully loaded truck vans on railroad flatcars was invented in the early 1950's. It was intended to greatly reduce the labor cost involved in transferring a load from truck to train and back again. In some cases, this can run as high as 75% of the entire freight charge. Piggybacking was an immediate success. Since 1955, there's been an eightfold increase in piggyback traffic.

(Continued on page 41)



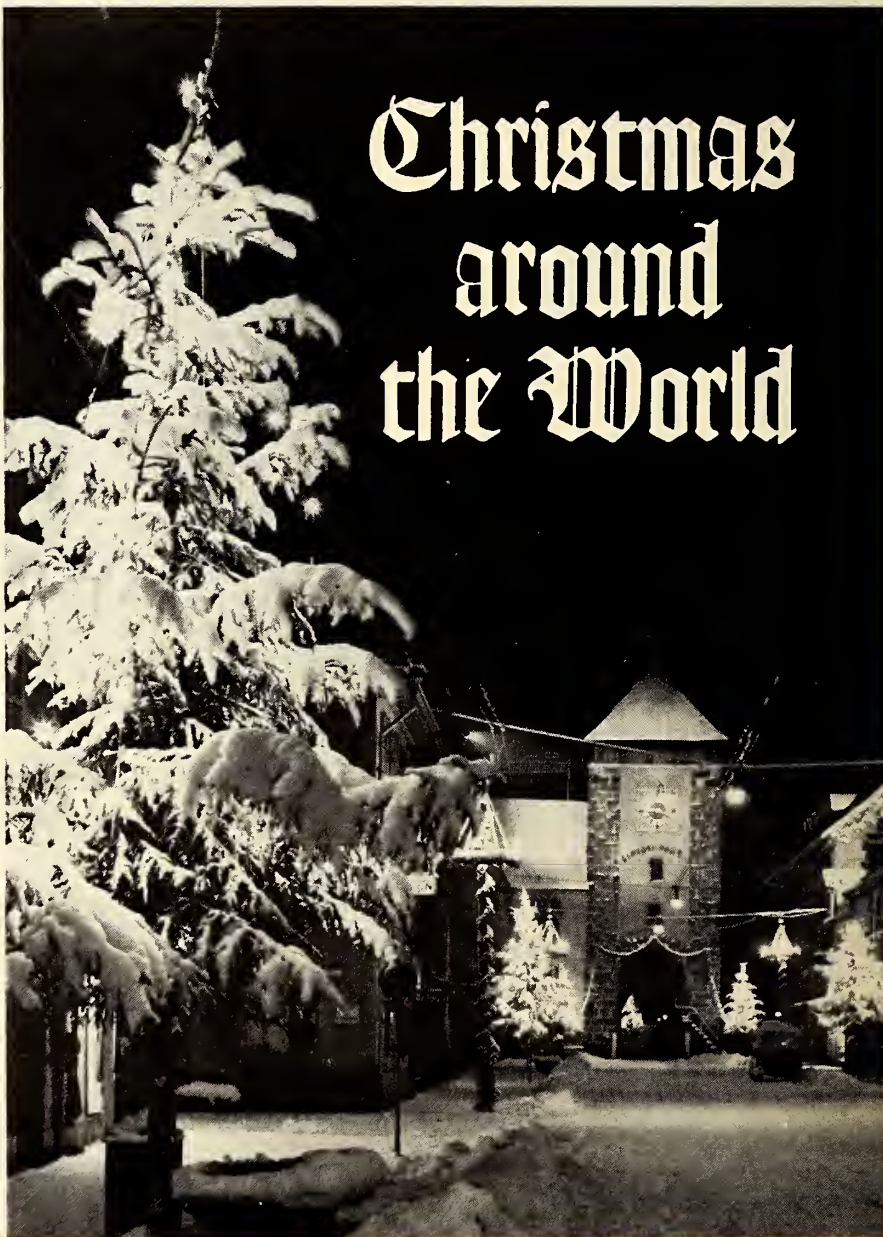
Lagos, Nigeria



Copenhagen, Denmark



Rome, Italy



Villingen, Germany



Stockholm, Sweden

CHRISTMAS is celebrated more widely than any other single holiday, as the photos here suggest. The method of celebration is not the same everywhere, though Santa Claus, in all his cold weather regalia, seems to have taken over in New Zealand's summer as well

as Nigeria's tropical heat. The girl with the burning candles for a crown in Sweden represents a custom that is far older than Santa's visitations. The Colombian and Philippines photos show more ornate religious pageants than ours.

RAPHO GULLUMETTE



Charlotte, North Carolina

RAY WITLIN/BLACK STAR



Sopó, Colombia, S.A.

PICTORIAL PARADE



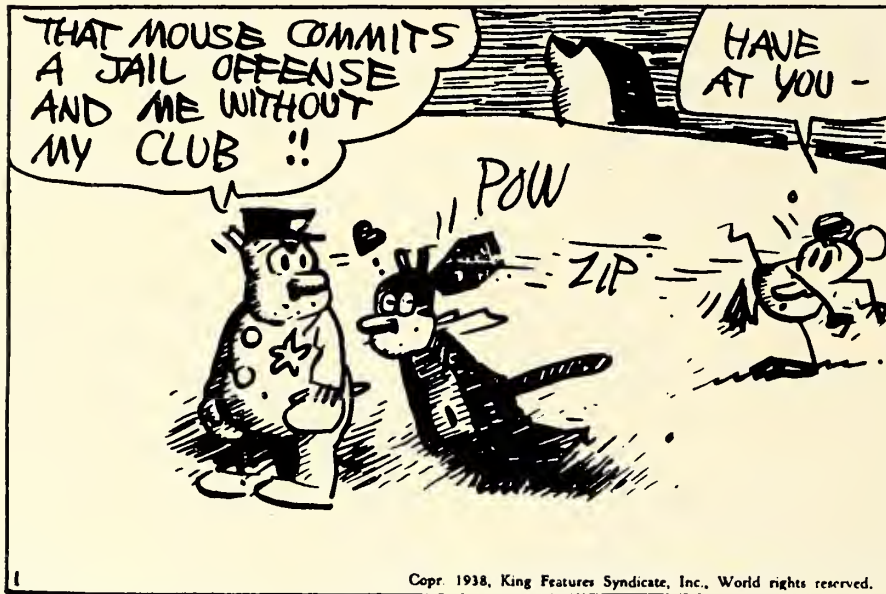
Manila, Philippines

LONDON EXPRESS/PICTORIAL PARADE



Auckland, New Zealand

75 Years of American Newspaper Comics

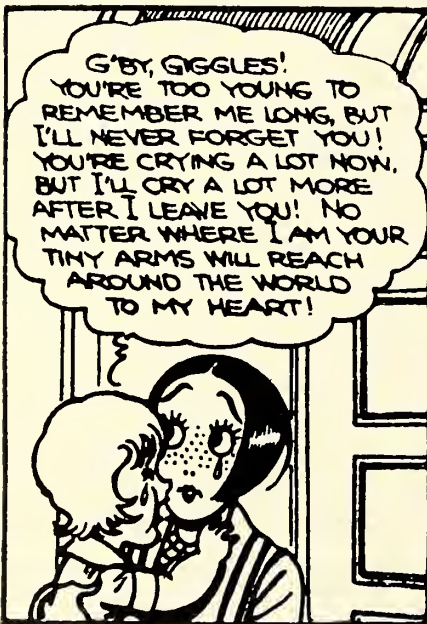


Copr. 1938, King Features Syndicate, Inc., World rights reserved.

GEORGE HERRIMAN—"KRAZY KAT,"—© 1938, KING FEATURES SYNDICATE, INC.

THE YEAR just ending is the 75th year of American newspaper comic strips and panels, according to the Newspaper Comics Council, Inc., of New York (an association of 13 syndicators of newspaper features). Comics, even as we know them, appeared earlier than 1896. They evolved imperceptibly out of editorial cartoons. But before 1896 none appeared *regularly*, and many were simply one-shots. In Feb. 1896, Richard Outcault's "Down in Hogan's Alley," fea-

Officer Pup, Krazy Kat and Ignatz Mouse, the three main characters of George Herriman's "Krazy Kat." Krazy Kat was naive. Ignatz usually hit him with a brick for being so naive, Officer Pup usually put Ignatz in jail, because using bricks was going too far. To Kat, the bricks were a token of affection. Readers expected the brick-toss every day.



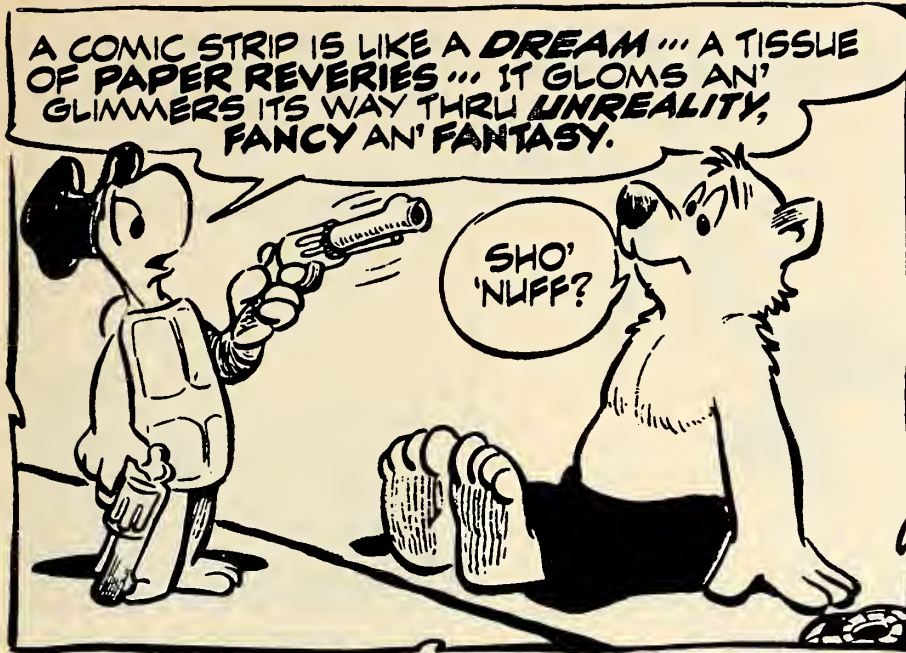
CHARLIE PLUMB—"ELLA CINDERS,"
© UNITED FEATURES SYNDICATE, INC.

From the day Charlie Plumb created her in 1925, befreckled Ella Cinders (an obvious takeoff on Cinderella) held a wide audience on a diet of sentiment, heartbreak and overt pathos.

The pompous Major Hoople (right) was the usual star of Gene Ahern's "Our Boarding House," a daily single panel. Hoople's brag was as impervious as a rhinoceros hide to the taunting contempt of his fellow boarders and landlady.



GENE AHERN—"OUR BOARDING HOUSE,"—© NEA SERVICE



© 1959, WALT KELLY, PUBLISHER'S-HALL SYNDICATE

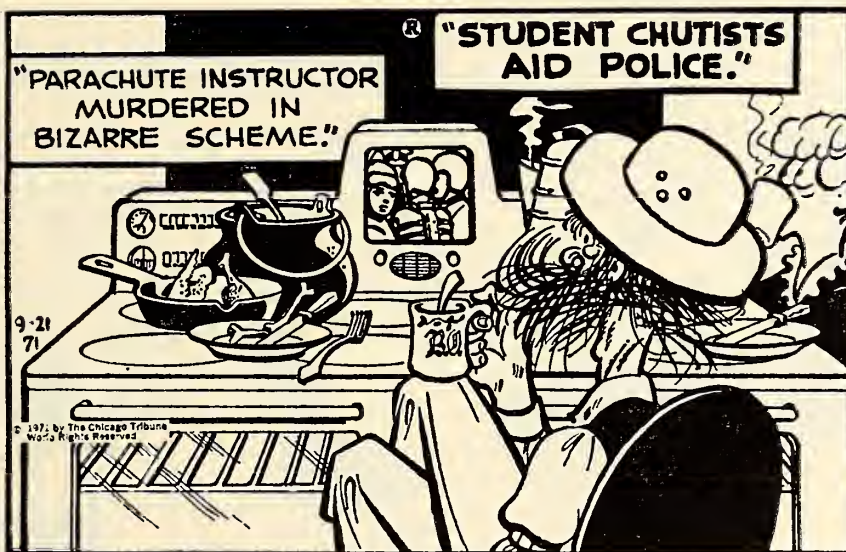
Walter Kelly started the saga of Pogo and his swamp-dwelling animal friends as a political strip supporting Truman in the 1948 elections. When his creatures broadened their area of comment to parody almost all human foibles, Pogo's audience swelled by the millions.

turing the Yellow Kid, started to appear regularly in the old N.Y. World. Even the Yellow Kid had appeared as a one-shot in 1895. Today, by mutual consent, the birth of the comics is traced to the Yellow Kid as a regular feature in 1896. The Kid was a crudely drawn urchin, wearing a featureless sort of nightgown, who spoke in gutter slang. Though balloons coming out of characters' mouths had long been used in political cartoons, what the Yellow Kid said was written in bad spelling on his "nightgown." As a steady feature he was an immense success. Soon Outcault came up with the much better drawn



CHESTER GOULD—"DICK TRACY,"—© 1946, THE CHICAGO TRIBUNE—NEW YORK NEWS SYNDICATE

Chester Gould's "Dick Tracy" is called the first police comic strip. Gould couldn't play it straight. Tracy himself is deliberately overdone as a grim, serious officer. Like Al Capp, Gould was soon inventing characters who had only one characteristic, and a name to suit. B.O. Plenty (like Pigpen in "Peanuts" and Al Capp's Lonesome Polecat) has plenty of body odor. Unlike Lonesome Polecat's neighbors, the other Tracy characters don't seem to notice it. In



ABOVE © 1971, THE CHICAGO TRIBUNE—NEW YORK NEWS SYNDICATE

1946, B.O. married Gravel Gertie (left, above). Soon their child, Sparkle Plenty (who had plenty of sparkle), was born. At right, B.O. Plenty is still with us, watching a 1971 TV show of campus violence in which daughter Sparkle gets involved. The kitchen stove TV is typical Tracy technology. Dick Tracy had a two-way wrist radio before transistors.

PERCY CROSBY—"SKIPPY,"—© 1934—NEA SERVICE



Percy Crosby, a WW1 army officer, was essentially a versatile, accomplished, serious artist, writer and poet. But the world knows

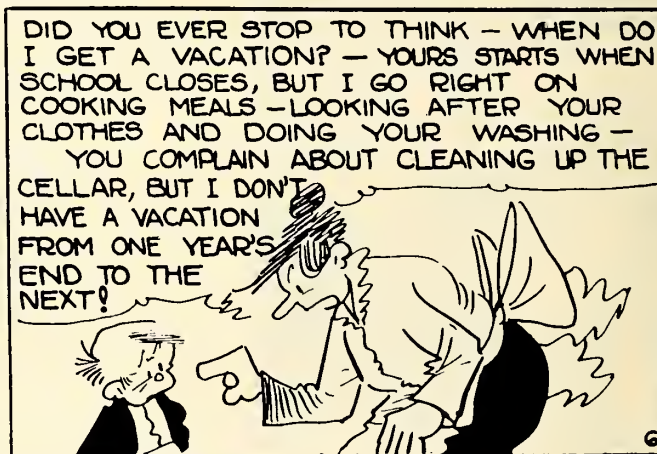
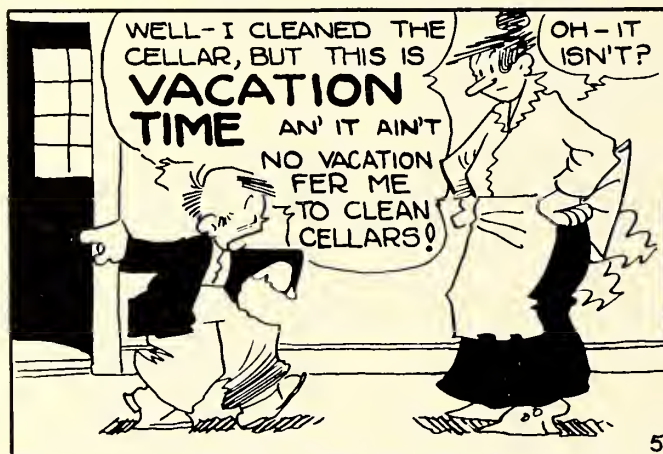
him best for Skippy, a child whose casual, relaxed unscrupulousness is well shown in this 1934 strip.

CONTINUED

75 Years of American Newspaper Comics

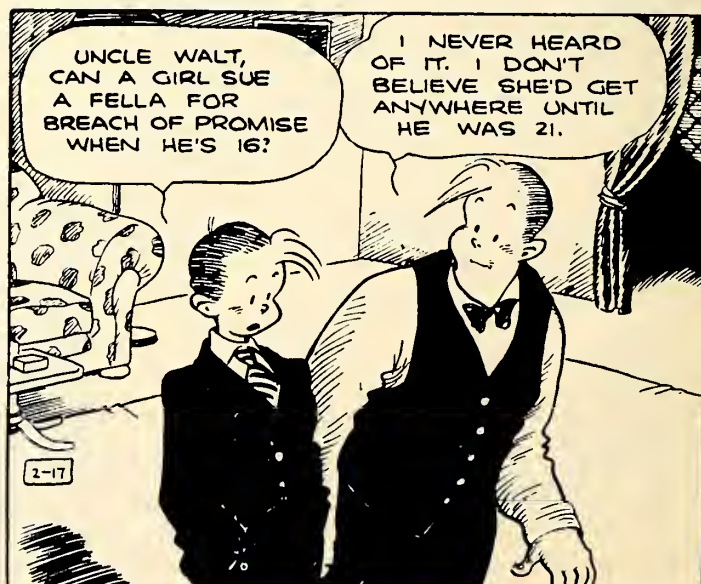


CHARLES SCHULZ—"PEANUTS,"—© 1967, UNITED FEATURES SYNDICATE, INC.



AD CARTER—"JUST KIDS,"—© 1931, KING FEATURES SYNDICATE, INC.

Ad Carter's "Just Kids" (above) and Gene Byrnes' "Reg'l'r Fellers" were much alike, portraying the fun, woes, quarrels and rivalries of small boys. Carter often placed characters in the background who said and did things having no apparent relation to the main strip—old men hurrying by saying "Dern such weather!" or little girls telling smaller girls to "Look up and down before crossing the street." Few other cartoonists have felt so free to add (seemingly) irrelevant background scenes to their main themes. Actually, they supported a Carter theme that little boys are only part of a larger world with other cares—a painful fact of childhood that is the central theme in the two panels above.



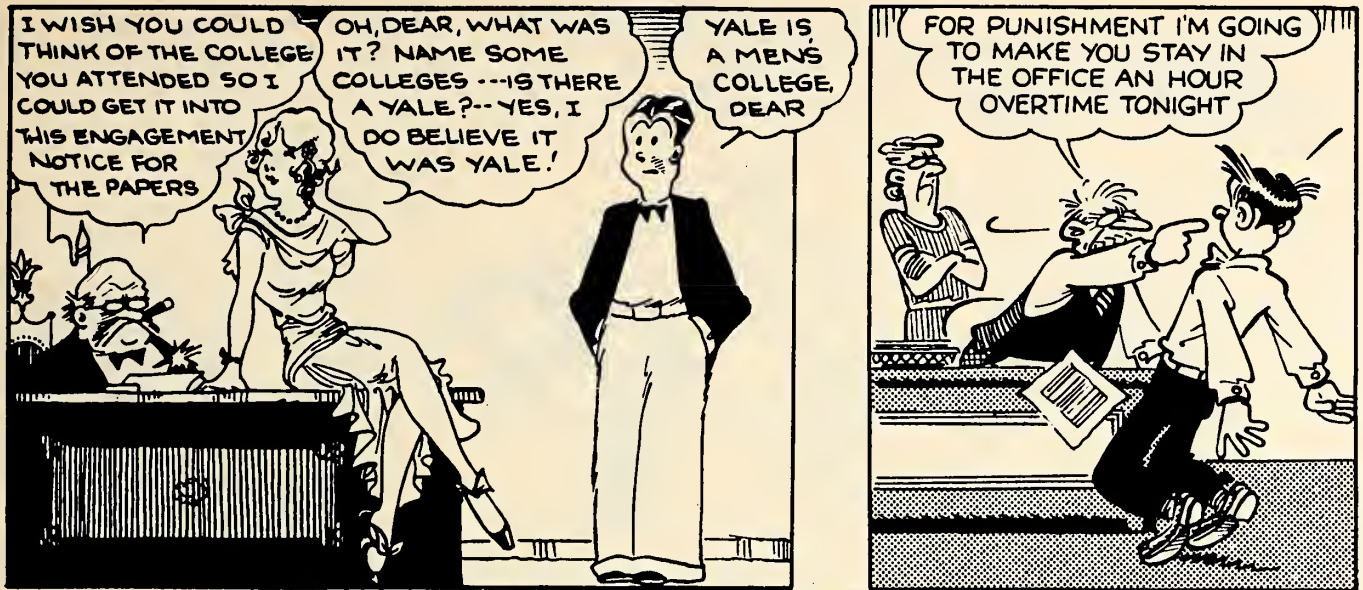
FRANK KING—"GASOLINE ALLEY,"
© 1937, THE CHICAGO TRIBUNE—NEW YORK NEWS SYNDICATE

Buster Brown and his bulldog, Tige. Buster demonstrated the latent power of the comics when mothers started dressing their darling sons just like Buster Brown. Today, the kids buy their own *Charlie Brown* sweat shirts.

There isn't a single thing you can say about the comics that's true of all of them, except that each has appeared regularly and any that lasted found a big audience. Many were not funny, and would have been out of character if they'd tried to be. Mary Worth is a sort of successful soap opera in ink. Tarzan,

The people, the dog and the bird that populate Charles Schulz' "Peanuts" may set a record for the number of different, beloved characters steadily maintained in one strip. Charlie Brown, Lucy, Schroeder, Linus, Snoopy, Woodstock, Pigpen, Peppermint Patty and their colleagues could support half a dozen strips. At left, Lucy is up to her usual imperious tricks, getting Snoopy to add his name to a petition that will forever absolve her of all blame for anything. Her stony heart melts only for Schroeder, who vastly prefers Beethoven.

Frank King started "Gasoline Alley" as a single panel, enlarged it to a strip. The boy, Skeeze, was born and grew up in the strip. For years, Skeeze called the central adult character "Unca Walt." But when he grew out of baby talk he changed it to Uncle Walt, as at right.



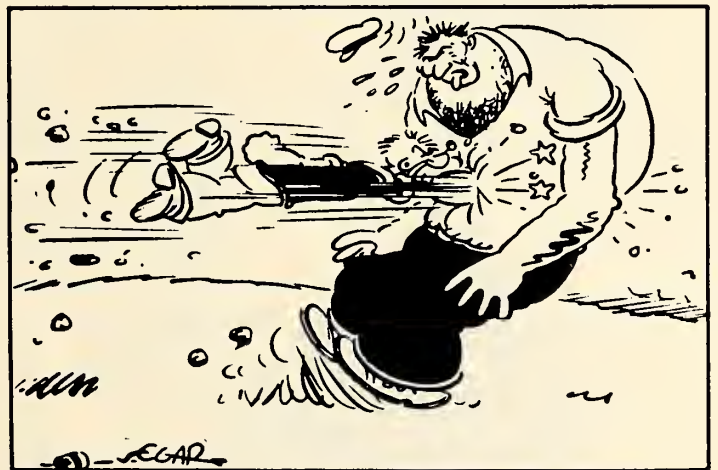
CHIC YOUNG--"THE BUMSTEADS,"--© 1930, KING FEATURES SYNDICATE, INC.--ABOVE © 1957

Probably the three greatest eaters in comic strips have been Dagwood Bumstead with his enormous sandwiches; E. C. Segar's Popeye, who ate spinach for strength to beat up villains (below, right) and Popeye's hamburger eating friend, Wimpy. In the 1937 panel at left, below, Wimpy couldn't keep his teeth out of the hamburger for ten minutes though offered \$20,000 if he would.

Chic Young's Dagwood (in the strip "Blondie") has changed remarkably. That's Dagwood, above, with the slicked down hair in 1930, just before he and Blondie were wed. Blondie was then just dumb. Today, she's smarter than Dagwood. At right, the modern tufted Dagwood absorbs some of Mr. Dithers' temper. For all he eats, marriage has slimmed Dagwood.



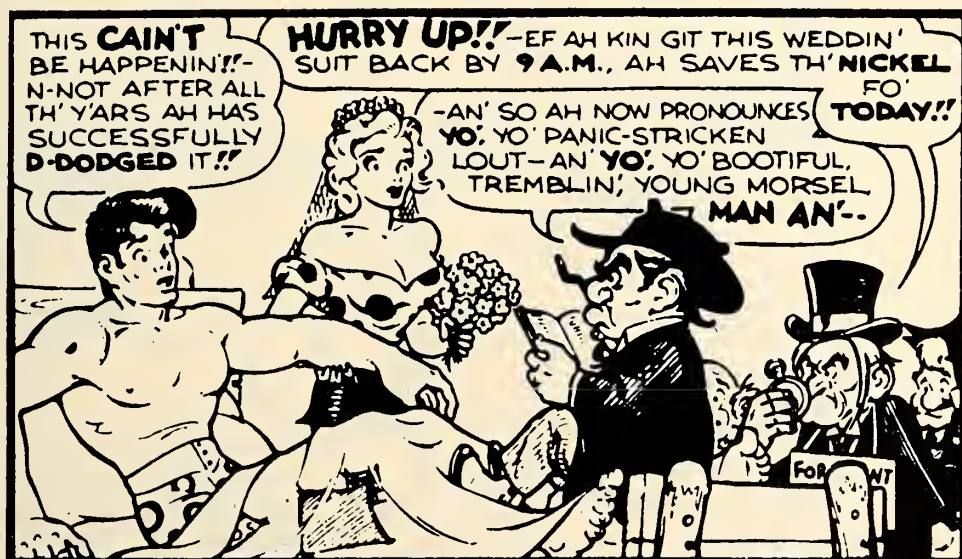
E. C. SEGAR--"POPEYE THE SAILOR"--© 1937 KING FEATURES SYNDICATE, INC.



Buck Rogers, Prince Valiant, etc., have been straight adventure stories. The only humor in such features as Superman has been the exaggeration of reality, a theme that Batman took to even greater extremes for the purpose of making it funny.

Among hundreds and hundreds of successful comics which have delighted audiences, we have selected a precious few to illustrate here, all of which point

Al Capp's Li'l Abner Yokum has always been innocently impervious to almost everything, including voluptuous young women whom Capp supplied aplenty. But at right is the famous scene in 1952 when Daisy Mae finally hooked him—to his own astonishment. This, said Mammy Yokum, made the dreams of millions of decent people come true.



AL CAPP--"LI'L ABNER,"--© 1952, UNITED FEATURES SYNDICATE, INC.

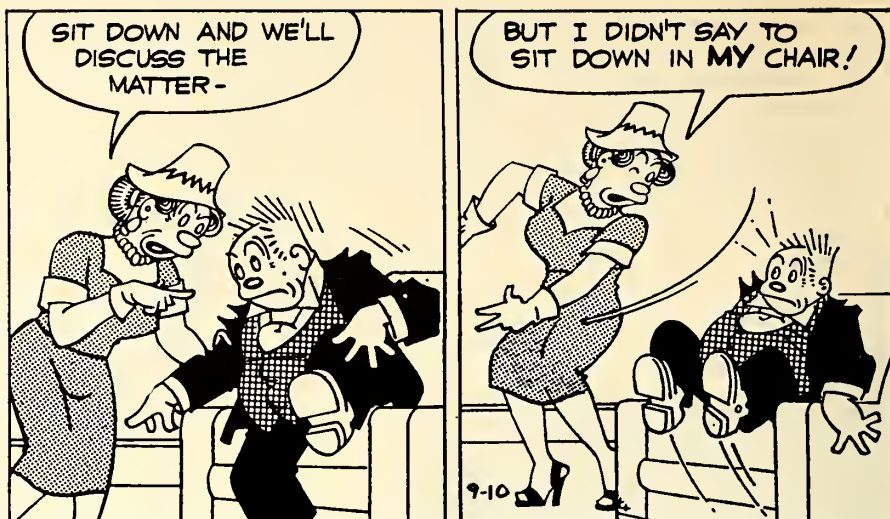
CONTINUED

75 Years of American Newspaper Comics

up the most successful technique of all. That is to invent characters who delight readers, and then be true to them. Far from depending on jokes—let alone new jokes every day—they depend on being the same week in and week out. The readers want each installment to be true to what they expect of the characters, and to see new situations which in some endearing way (funny or not funny) are true to the unchanging characters. The great comics, for the most part, have been as different from mere “jokes” as Jack Benny’s programs have been from one-shot TV gag shows.

Nothing has succeeded quite so much as this development of steady characters. Most often, the funniest of them have reflected in some ludicrous and exaggerated way human traits and foibles that we all recognize. There has been no end to the variations which the successful cartoonists have built on this framework. The basic invention is characters that readers love.

Some strips have depended on one or two or three characters. Caspar Milquetoast was a success as the portrait of one human quality—timidity—with only one star. Maggie and Jiggs, Mutt and Jeff, Joe Palooka and many others made out for decades with small, standard casts, hewing to rigid, proven roles. But



BILL KAVANAGH & HAL CAMP—"BRINGING UP FATHER,"—1970, © KING FEATURES SYNDICATE, INC.

In George McManus' early "Bringing Up Father," Jiggs was an Irish-American who rose above his economic class. His violent wife, Maggie, put on high society airs while he preferred his old ways and companions. How he made his money, nobody knows, but it only made him miserable. To have a poker night out with the boys, and dine on corned beef and cabbage, was all he wanted. Many a strip was based on how he sneaked out of the house. Maggie beat him up for that, and still does (as above) even for lesser sins. In later years, their characters didn't change but the nature of the situations was altered to fit changing times.

A German cartoonist, Wilhelm Busch, created two boys—Max and Moritz. They roared with laughter as they pulled outrageous pranks on their elders—until they were ground to hash and fed to geese. William Randolph Hearst saw them and in 1897 he had Rudolph Dirks create an American imitation, the Katzenjammer Kids, starring Hans, Fritz, Der Captain, Mamma and Der Inspector. In 1912, in a battle with the N.Y. World, a second strip with the same characters came into being—The Captain and the Kids. Instead of being ground to hash, Hans and Fritz led a deathless double life in both strips, setting off firecrackers, sinking boats, sawing legs off chairs, etc., to the delight of ever new generations of slapstick lovers.



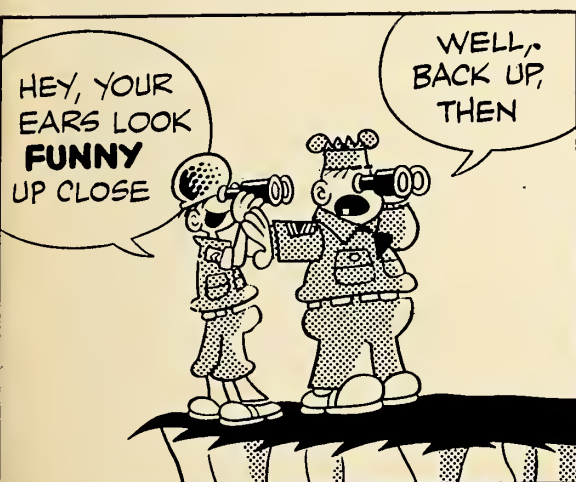
JOE MUSIAL—"THE KATZENJAMMER KIDS,"—© 1957, KING FEATURES SYNDICATE, INC.

Carl Schulz ("Peanuts"), Al Capp ("Li'l Abner"), Chester Gould ("Dick Tracy"), E. C. Segar ("Popeye the Sailor" which was originally "Thimble Theater") and Walt Kelly ("Pogo") brought on new characters galore, and managed large casts with many in starring roles. So, of course, did Milt Caniff in his straight and artistically ornate adventure strips.

Many a strip changed its leading character, and, over the years, its whole character. Snuffy Smith was originally a secondary character in "Barney Google." The point of the original "Blondie" was that Blondie was an empty-headed blonde, with Dagwood her straight man. These days, Blondie is as dumb as a fox and it's Dagwood who's genuinely bewildered. It all subtly changed after they were married 41 years ago. Blondie, Dagwood and their children have aged a bit—but not 41 years. In some strips nobody ages. In others, the children age but not the adults ("Dick Tracy"). In Peanuts and other kid strips, maturing would spoil everything, but Linus seems to have aged a little if we aren't mistaken. Meanwhile, if the comics have changed with the times and vigorous new ones keep being born—many an oldster hangs on. If they are 75 years old, the

readers have aged more than they have. It's a shock to think that Charlie Brown ought to be out of college by now and Dennis the Menace could have a family of his own. But who'd want that?

THE END



MORT WALKER—"BEETLE BAILEY,"
© 1971, KING FEATURES SYNDICATE, INC.

GI cartoons have come and gone, but Mort Walker got Beetle Bailey going in 1950 and he's survived. The panel above gives a pretty good idea why. Strictly snafu.

Preposterous inventions went into our language as "Rube Goldbergs," thanks to the absurd devices the late Rube Goldberg concocted in cartoons for decades. Just as absurd was his aptly named cartoon strip character—Boob McNutt—who delighted America as the unchallenged world champion moron for decades. At right, Boob McNutt is himself the demonstrator of a Goldbergian invention designed to keep pets dry in the rain.

RUBE GOLDBERG—"BOOB McNUTT,"—© 1971, KING FEATURES SYNDICATE, INC.

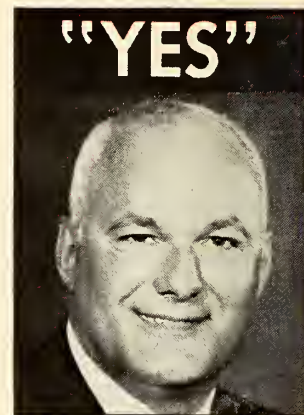
WASHINGTON
PRO & CON



Opposing Views by Congressmen on The Question . . .

SHOULD THE OFFICE OF

"YES"



Rep. William J. Scherle
(R-Iowa)
7th District

THE OFFICE OF Economic Opportunity should be dismantled and junked.

The OEO and its allies in the so-called war on poverty have such an unsavory reputation and history that the sincere people the agency was set up to help will not participate.

Don't get me wrong! I am not recommending that federal programs to help the underprivileged be abandoned. The poor must be assisted. But the OEO has accumulated a pile of bureaucratic blunders of extraordinary size, even for the federal government.

Throughout its brief history, OEO has acted as a virtual magnet for luckless idealism and reckless mismanagement. What has been clearly demonstrated by the thousands of examples of waste, inefficiency and downright fraud is that the OEO is much too disorganized to be able to manage its multiplicity of diverse activities effectively.

The President has taken a giant step in the right direction by pruning OEO programs and transferring some of them to other government agencies, which can run the projects more efficiently.

It would take a room full of filing cabinets to hold all the documents outlining the shocking abuses and extravagant waste rampant in the OEO.

Highlighting the list of outrageous shenanigans is the OEO legal services program. In Indianapolis, the misguided students of jurisprudence distributed thousands of cards in that city's lower-income neighborhoods giving advice on the "art of non-cooperation" with police. "Budding barristers" in St. Louis defended and counseled local militant groups which participated in illegal demonstrations and disorders.

OEO legal service program was initiated to provide bona fide civil legal service to the poor in obtaining equal justice under law. This objective I support. The program was not intended to subsidize efforts of radicals to harass society.

The Job Corps, now transferred to the Labor Department, failed to achieve its purpose—to train young people for jobs—under OEO. One survey showed that only 17 out of every 100 accepted for training were placed in jobs. Can the poor afford such a low batting average?

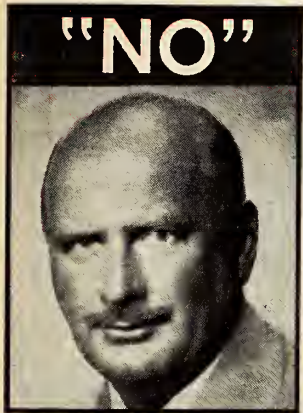
Multiple funding of poverty programs—with monies supplied by the OEO and several other government agencies—is causing a major problem in that there is no way to determine which has jurisdiction. They all contribute funds but nobody takes responsibility.

The Congress is extending the OEO and the Economic Opportunity Act for another two years. We should immediately launch a thorough reappraisal and investigation of OEO and its programs to determine how the federal government can best provide assistance to the poor.

William J. Scherle

If you wish to let your Congressman or one of your Senators know how you feel on this

ECONOMIC OPPORTUNITY BE ABOLISHED?



Rep. Seymour Halpern
(R-New York)
6th District

DEFINITELY NOT!
The poor and the downtrodden need a government agency that is an advocate and a spokesman, so that the momentum we have built up to eradicate poverty in our time will continue.

The Office of Economic Opportunity's record over the past few years is convincing evidence of the American people's dedica-

tion to helping lift unfortunate Americans out of poverty.

Let me say at the outset that any bureaucracy will result in some waste and bungling, but the overall success of OEO programs is indisputable. VISTA (Volunteers in Service to America), Headstart (the training of poor pre-school children), the Job Corps, and Upward Bound (the training of young people to enable them to go to college) are tangible evidence of the agency's effectiveness.

The Administration is moving to reorganize our programs for the poor. Programs which have shown that they are effective and should be continued have been transferred to other government departments for operation and funding.

Other working programs which also have proven themselves, such as the Community Action Agencies and the Legal Services Program, will be transferred from OEO over the next few months.

You may ask that when the Administration completes its reorganization of poverty programs, what

will be left for the Office of Economic Opportunity?

The Office of Economic Opportunity will be left free to innovate and to devise new methods of helping the poor. For example, the guaranteed income plan is now being studied by OEO, with several tests under-way throughout the country.

The agency also is testing the feasibility of performance contracting in education, and is designing special programs for America's Spanish-speaking poor.

As a result, the OEO will continue to help the poverty-stricken through research and demonstration projects which, when proven to be successful, will then be spun off to other government agencies.

OEO's range of programs reaches some 11 million of the 24 million Americans whose income drops them below the poverty line. Thousands of migrant workers and Indians now have some hope for the future because of OEO's activities.

The OEO already has demonstrated new ways for delivering top-flight medical care to the poor. The OEO is now placing emphasis on the aged poor, the fastest growing segment of our poverty population.

We must continue to have an active, effective agency working to give our less fortunate citizens the help they require to share more fully in the abundance our country offers.



I have read in The American Legion Magazine for December the arguments in PRO & CON: Should The Office Of Economic Opportunity Be Abolished?

IN MY OPINION THE OFFICE OF ECONOMIC OPPORTUNITY SHOULD BE ☐ SHOULD NOT BE ☐ ABOLISHED.

SIGNED _____

ADDRESS _____

TOWN _____ STATE _____

You can address any Representative c/o U.S. House of Representatives, Washington, D.C. 20515; any Senator c/o U.S. Senate, Washington, D.C. 20510.

ssue, fill out the "ballot" and mail it to him. ➡

THERE ARE a number of episodes in American history about which our usual impressions are tame compared to the actual events. The full story of the Louisiana Purchase is certainly one of them. When Thomas Jefferson bought the whole middle of the present continental United States from France in 1803, far more was involved than a land deal.

Never were France and the United States so close to war as they were over the Louisiana Territory in 1802-03. The idea of our buying anything more than the mouth of the Mississippi and its Gulf approaches never came up until the last chapter of the story. Until the very last minute, *any* sort of purchase seemed out of the question and war seemed imminent.

France, the original owner, had turned Louisiana over to Spain years

The War We Almost

An account of events in 1802-03, when we geared

before, but in 1802 Napoleon was about to take it back. President Jefferson and virtually every American were determined that he would not.

If necessary, Jefferson was ready to go to war to keep France out. But only if necessary.

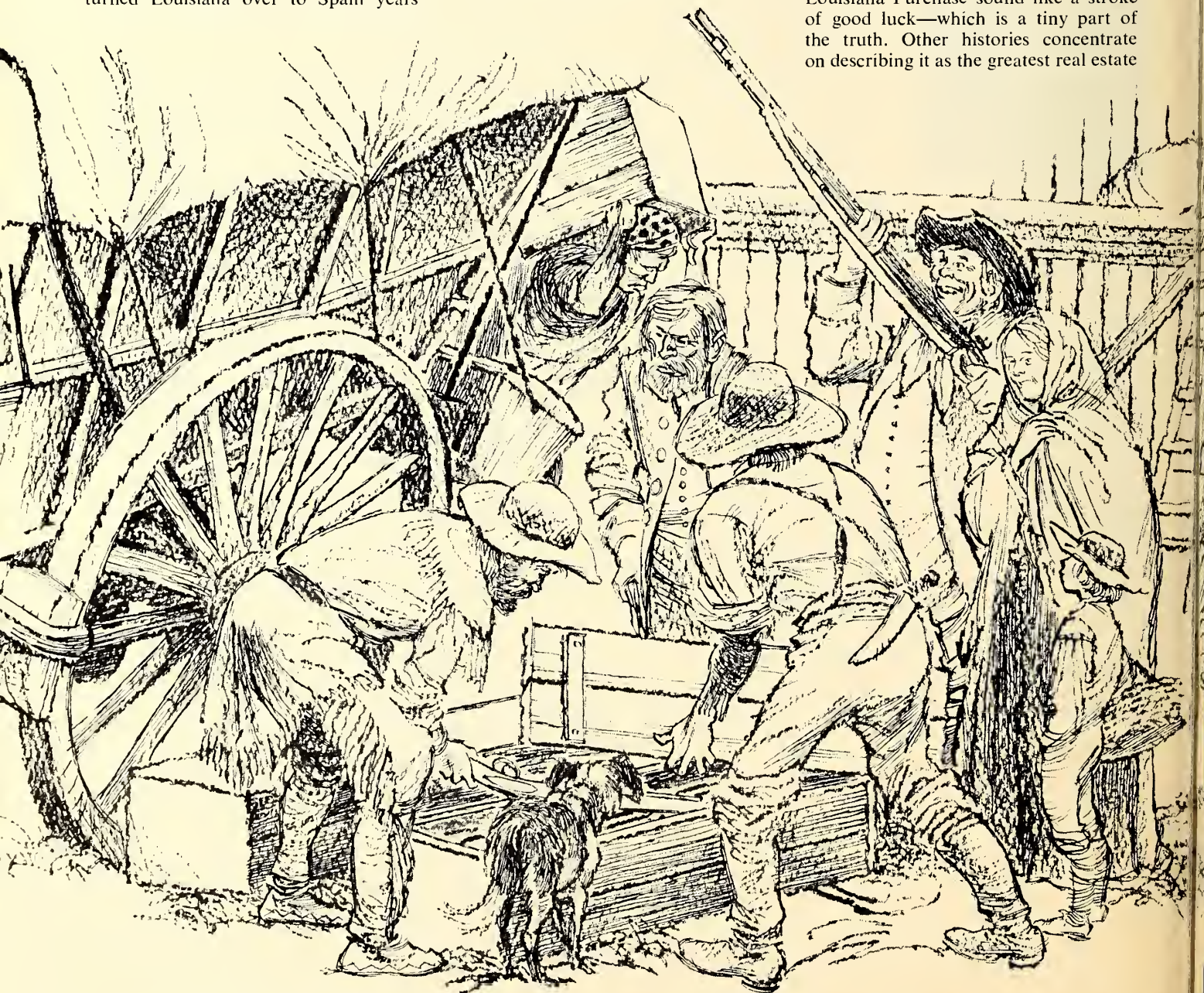
Congress, on the other hand, was screaming for war and almost pushed Jefferson into one. Napoleon put an army in Haiti, ready to send part of it to New Orleans. He put another in Hol-

land, ready to cross the Atlantic and fight the United States.

The United States beefed up her army and navy, strengthened her forts and prepared for hostilities anywhere from Canada to the Gulf. At the same time, Americans smuggled arms to rebels on Haiti to keep the French tied down there.

This doesn't read quite like a "purchase," though that's how it ended.

Too often our history books make the Louisiana Purchase sound like a stroke of good luck—which is a tiny part of the truth. Other histories concentrate on describing it as the greatest real estate



Muskets and militia arrive at strategic Fort Adams, on the Mississippi above New Orleans, to bolster U.S. forces there to meet

Fought With France

for war against Napoleon Bonaparte over Louisiana.

By THOMAS FLEMING

deal or the largest peaceful acquisition of territory in history. Both true enough. While all the fuss centered primarily on New Orleans and the control of the mouth of the Mississippi, the territory that we finally obtained stretched from the Gulf of Mexico to the Canadian border, from the Mississippi to the Rockies. It contained 828,000 square miles, 529,911,680 acres. From this immense chunk of North America the states of Louisiana, Arkansas, Oklahoma, Missouri, Kansas, Iowa, Nebraska, South Dakota, North Dakota and Montana,

and parts of Minnesota, Colorado and Wyoming eventually came into the nation.

Other histories describe the Purchase as an American diplomatic triumph, which to some extent it was. President Thomas Jefferson and Secretary of State James Madison outthought, outmaneuvered and outbluffed the shrewdest—and crookedest—politicians in Europe.

But seldom, even in the most authoritative accounts of this great event, has it been made clear that the mighty acquisition was primarily achieved by a tough display of our military muscle

that brought us to the brink of war with France. Few know anything about the gunboats that plowed down the Mississippi, the reinforcements of men and cannon that were rushed to the Louisiana border. Even fewer know that the Lewis and Clark expedition to the Oregon coast was born out of this same emergency, or that its primary purpose in its early stages was military reconnaissance for the war that seemed inevitable in 1803.

Until they were discovered only a few years ago, the papers proving this had lain unnoticed in the archives of the War Department for more than 150 years.

The drama began early in the year 1802, when President Jefferson and Secretary of State Madison learned that Spain, in a secret treaty signed at San Ildefonso on October 1, 1800, had ceded Louisiana back to France. Since 1762, the territory, in spite of its French name, had been owned by Spain. It had been given to the Spanish by King Louis XV of France as a consolation for losses suffered in a disastrous war that the Spaniards and the French had fought with England between 1756 and 1763. Louisiana remained relatively untouched by our own Revolutionary War, and when Spain recognized American independence, the two nations became fairly good neighbors.

The old Spanish Empire no longer had territorial ambitions. Its only desire was to hold on to what it already possessed. The Spaniards had readily agreed to let the farmers of western Pennsylvania, the Ohio Territory, Tennessee and Kentucky use New Orleans as a port for their produce. To Americans, the one overriding issue was that the mouth of the Mississippi be forever open to our trade.

The return of France to the American continent was another matter. France was no longer the ally who had helped America win her independence. Shaken by years of bloody revolution, she had abandoned all pretense of democracy and placed her political destiny in the hands of Napoleon Bonaparte.

Thomas Jefferson and James Madison had absolutely no illusions about Napoleon. They saw him as a dangerous, enormously ambitious egotist who had already swallowed half the countries of Europe. In a style not dissimilar to the Russian approach to expansion in the 20th century, Napoleon sometimes used direct conquest, but more often sparked revolutions in countries he coveted, and then installed puppet governments.



expected French drive into Louisiana Territory.

The War We Almost Fought With France

The moment the American President and his advisers heard about the treaty of San Ildefonso, they suspected that Napoleon, forced to sign a temporary truce with England in Europe, was hoping to restore France's empire in the New World. Anyone who possessed New Orleans could cut off the whiskey, wheat, cotton and corn which western America exported through that city. With their prosperity destroyed, westerners would become easy prey to French style revolutionizing.

President Jefferson immediately fired off a letter to Robert R. Livingston, the wealthy New Yorker who was the American ambassador in Paris. He told Livingston to try to buy New Orleans and East and West Florida as well. This included not only the Florida peninsula, but the Gulf coasts of present-day Louisiana, Alabama and Mississippi. Jefferson did not mince words in making clear his reaction to France's return to Louisiana. "The day that France takes possession of New Orleans . . . from that moment we must marry ourselves to the British fleet and nation."

This was how far the President said he was ready to go to protect America's vital interest. He knew that George III and the arrogant men in charge of the English government were still unreconciled to America's independence. But Jefferson was ready to talk about an alliance with them to blunt the far more dangerous thrust of Napoleon's militarism.



The Louisiana Territory (dark color) purchased from France. Originally, U.S. was interested only in owning the area around New Orleans and its Gulf approaches.

"Every eye in the United States is now fixed on this affair of Louisiana," he told Ambassador Livingston. "Perhaps nothing since the Revolutionary War has produced more uneasy sensations through the body of the nation."

This was no exaggeration, for Jefferson was calmer than most Americans. Some Western politicians, such as Andrew Jackson of Tennessee, had long been inclined to seize New Orleans and the surrounding territory from the Spanish. Although they were politically loyal to Jefferson, they began to criticize him for not taking strong enough measures. In Congress, Jefferson's political opponents, the Federalists, were fond of

picturing him as a weak, ineffective intellectual. They began hammering even harder on this theme.

But even before confirmation of the treaty of San Ildefonso reached Washington, when the news was only in the rumor stage, Jefferson appointed William C. C. Claiborne, a vigorous 26-year-old Virginian, as governor of the old Mississippi Territory that bordered on Louisiana. Claiborne bought muskets and organized the militia among the American settlers in the territory, while he kept Jefferson informed about what was happening in New Orleans. Jefferson soon backed him up with all the military muscle he could muster.

On November 30, 1802, Sec'y of War Henry Dearborn launched a reenlistment policy to keep the small American army at full strength. Any man who reenlisted had three months discounted from his previous hitch. A recruiting campaign was launched throughout the nation and centers were set up for receiving new soldiers at Fredericktown, Md.; Nashville, Tenn.; Cincinnati, Ohio, and Salisbury, N.C.

Two of the most experienced soldiers in the army, Col. Thomas Butler and his brother, Capt. Edward Butler, were rushed to Fort Adams, below present-day Natchez on the Louisiana line, to take command of four companies of infantry and three companies of artillery concentrated there. On Jan. 3, 1803, Claiborne wrote Secretary of State Madison that he could, with this force plus the 2,000 militia he had organized, easily seize New Orleans any time the government gave him the green light.

But if war was to come, Jefferson was determined not to fire the first shot. While he got ready to fight, he redou-



In 1802, Napoleon stationed an army in Holland, prepared to sail for Louisiana on his orders. It was one of two forces he planned to commit to the invasion.

bled the diplomatic pressure on Napoleon. He sent to France as a personal envoy his good friend Pierre Samuel Du Pont de Nemours, founder of the great Du Pont industrial complex. Du Pont was told to warn Napoleon that if he went ahead with his plan he would create a "tornado which will burst on the countries of both sides of the Atlantic."

Neither Ambassador Livingston nor Du Pont got anywhere with Napoleon. Livingston had to deal with one of the brainiest diplomats in European history, France's Foreign Minister Charles Maurice Talleyrand. For months, Talleyrand kept the ambassador away from Napoleon and insisted that he knew nothing about a treaty with Spain ceding Louisiana to France.

Talleyrand did admit with a bland

pedition, his brother-in-law, Charles Leclerc.

Throughout the final months of 1802, tension built up on both sides of the Atlantic. An American soldier of fortune from Kentucky, serving in the French army that arrived in Haiti, smuggled a message to the American consul on the island. He warned that part of the expeditionary force was "ultimately destined for Louisiana." A few days later, the American consul himself showed up in Washington, expelled from the island by General Leclerc for protesting the arrest of American ships' captains who were running guns to the black rebels.

Madison wrote to Livingston that "Louisiana . . . becomes daily more and more a source of painful apprehensions." But Livingston could only lament from France: "There never was a gov-

100 men a day and must have 10,000 reinforcements immediately.

Secretary of State Madison wrote again to Ambassador Livingston, suggesting that if he'd redouble his efforts to buy New Orleans, he might yet get an ear. The French after all were fighting "a protracted and expensive war" to reconquer a single island, and—the Secretary implied—they would hardly want to embroil themselves in a war with the United States as well.

Napoleon wasn't yet ready to have his arm twisted. He responded with an ugly counterthreat. The *Gazette de France*, which was the *Pravda* of Napoleon's Paris, published a violently hostile article accusing the United States of fomenting and supporting the black revolt in Haiti. The semiofficial paper warned the world of the menace of



U.S. gave unofficial aid to black revolutionaries in Haiti fighting French control. Action stalled Napoleon's plans for Louisiana.

smile that Napoleon was sending an army across the Atlantic to put down a revolution in Haiti in which a black military genius, Toussaint Louverture, had broken French power in the island colony. Order had to be restored. Were not the Americans alarmed by the threat of an independent black republic so close to their southern states with their thousands of slaves equally prone to revolt?

Neither Livingston nor anyone else in Jefferson's administration was fooled by this line. It was all too probable that Napoleon was using the slave revolt as a pretext to move 10,000 men within easy striking distance of New Orleans, and that that's what Talleyrand was hinting at. Napoleon put one of his best generals in charge of the Haitian ex-

ernment in which less could be done by negotiation than here. There is no people, no legislature, no counselors. One man is everything."

Jefferson and Madison decided to give Napoleon something to make him talk with Livingston. They looked the other way while American merchants and sea captains continued to do a brisk business supplying guns and ammunition to the black revolutionaries in Haiti. Soon General Leclerc was sending frantic demands to the French ambassador in Washington. Unless the Americans stopped this illegal trade, he would never win his ugly colonial war. The French ambassador pestered Secretary of State Madison in vain. Soon Leclerc was telling Napoleon that he was losing

ILLUSTRATED BY CHARLES WATERHOUSE

America's growing power. The *Gazette* declared that France was doing all of Europe a good deed by seizing Louisiana and providing "a counterpoise to the domination of the United States."

President Jefferson's response was flinty. On Oct. 10, 1802, he told Ambassador Livingston: "We stand completely corrected of the error, that either the government or the nation of France has any remains of friendship for us."

Then came news from New Orleans that the Spanish Government had closed the port to American commerce.

Washington, D.C., seethed, and almost every American west of the Alleghenies reached for his gun. Kentucky alone had a half-million dollars in goods on the way down the river and other states had equally valuable cargoes

CONTINUED

The War We Almost Fought With France

of cotton and grain and fruit shipped or ready to embark. Madison wrote a letter of solemn warning to the American ambassador in Madrid, ordering him to make an immediate protest to the Spanish Government. The Mississippi was everything to western Americans, he said. "It is the Hudson, the Delaware, the Potomac, formed into one stream."

Suspecting that the Spanish closure was part of Napoleon's scheming, Madison was even more belligerent in the letter he sent to Ambassador Livingston in Paris. He warned of "two hundred thousand militia on the waters of the Mississippi, every man of whom would march at a moment's warning to remove obstructions from that outlet to the sea."

While this tough message was going by ship to Europe, American hotheads in the west bellowed for war. Jefferson's political opponents in Congress gleefully

the better for the nation, White argued. Which was better—to fight "the sluggish Spaniard" or the "vigilant and alert French grenadier?" Call the troops and march now and there would be a "bloodless war of a few months." If the President waited until the French arrived, he would plunge the nation into a "carnage of years."

Behind the scenes Jefferson worked feverishly to defuse this political bomb, which was a clear call for a declaration of war. A special Senate committee, headed by a loyal Jeffersonian from Kentucky, John Breckinridge, was convened. It issued a report which firmly reiterated America's peaceful intentions. At the same time, the Breckinridge Committee recommended—and the Jefferson controlled Senate swiftly accepted—a resolution empowering the President to call on state governors for 80,000 troops, *whenever he should*

came to war with the French on the Gulf Coast, Britain might come in "against France" to strike south in Louisiana Territory from Canada and gobble up some of its northern reaches. Men and guns also were rushed to the Canadian border to make it clear to the British that Americans did not want them as western neighbors any more than they wanted the French.

Additional supplies of ammunition and weapons were soon pouring into Fort Adams. In April 1802, 5,000 muskets and 12 heavy cannon arrived. Atlantic coast forts were also readied for war. Six 24 pounders were mounted at Fort Nelson in Norfolk, Va. Fortifications were constructed at Wilmington, N.C., and other strategic points along the coast. The inland rivers were also fortified. A magazine and arsenal were established on the Ohio, with 8,000 muskets, 2,000 rifles and 40,000 flints. As early as July 1802, Secretary of War Dearborn had already ordered Capt. Daniel Bissell and his company to conduct a careful military reconnaissance of the territory at the mouth of the Ohio River and down the Mississippi.

But the great effort at reconnaissance was the Lewis and Clark expedition into and across the empty regions of the upper Louisiana Territory to the Pacific northwest. In January 1803, the President sent a confidential message to Congress recommending the project. Two purposes were underscored. One, the mapping of the territory in order to facilitate military movements, and, two, the need to ascertain whether the region was suitable for settlement by large populations. By mid-March, Congress had authorized the expedition and the War Department was issuing orders to Capt. Meriwether Lewis, the man Jefferson chose to lead it. Lewis had been Jefferson's personal secretary. William Clark was the younger brother of another close friend, George Rogers Clark. Both, therefore, were men in whom the President could confide.

Jefferson personally drew up instructions for the expedition. High on his list of directives was an order to secure information on British posts in the vicinity of the Missouri River along its upper reaches in the northwest. Lewis was also to ascertain the route by which "a small but sufficient force" could be moved to block a British invasion coming down from Lake Winnipeg.

Jefferson continued to worry about British designs in the north while concentrating most of his available military hardware to counter the French. The President was advised by his Attorney General, Levi Lincoln, to conceal the military and territorial goals of Lewis and Clark as much as possible. Play up the scientific aspects of the expedition,



The transfer of Upper Louisiana at St. Louis, March 9, 1804. Jefferson named Capt. Amos Stoddard (USA) agent to act for U.S. The French, admiring the man, named him their agent, too. Thus Stoddard himself transferred and received the territory.

joined in the cry. James Ross of Pennsylvania arose in the Senate, and thundered: "Where is a nation ancient or modern that has borne such treatment without resentment or resistance? Where is the nation that will respect another that is passive under such humiliating degradation and disgrace?" Ross introduced a resolution that would have placed 50,000 troops and \$5 million at the President's disposal.

The motion was seconded by Samuel White of Delaware, who assured the Senate that the dispute could only be settled upon the banks of the Mississippi. The sooner the President acted,

deem it necessary. This was strong enough without being as reckless as Ross' bill.

Soon a brisk series of orders flowed out of the White House, putting the American army and navy on a war footing. Along with the reinforced garrison at Fort Adams, an additional blockhouse was built on the lower Mississippi. Troops were concentrated there, and at Fort Stoddert on the Mobile River, at South West Point in Tennessee and in Georgia. Gunboats were ordered to begin patrolling the rivers, particularly the Mississippi.

Jefferson further realized that if it



PAINTING BY DE THULESTROP—COURTESY LOUISIANA HISTORICAL SOCIETY/LOUISIANA STATE MUSEUM

On Dec. 20, 1803, in New Orleans, the U.S. took possession of Lower Louisiana. The young nation added 17 new states from the purchase, nearly doubling in size.

Lincoln advised. It would protect him from criticism in Congress. Jefferson took this advice.

Having outmaneuvered the more militant shouters for war in Congress, Jefferson decided he now needed to put more pressure on Napoleon. He asked his old friend James Monroe to go to France as an envoy extraordinary.

This future President of the United States was revered throughout the West as a friend of Western expansion. As a former ambassador to France, he was popular and well-known there, too. His appointment calmed Western passions and gave Jefferson and Madison time to maneuver.

For Monroe, his appointment was a personal disaster. He had just invested a large sum of money in Kentucky lands, and it was vital for him to go there and take possession of his property. Jefferson admitted to Monroe that he knew he was asking him to make "a great sacrifice on your part." A winter crossing of the Atlantic was also something that no one considered with equanimity in 1802.

What could Monroe say? Within a month he was on the stormy Atlantic. But he had scarcely left the harbor when news arrived from France that made his mission seem futile. "France has cut the knot," an agitated Ambassador Living-

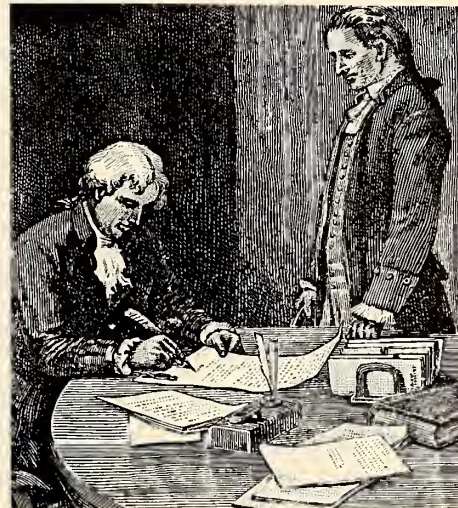
ston wrote to Madison. Napoleon had ordered an army bound for Louisiana to embark from Holland in 20 days. The general in command had referred to the Spanish-American treaty guaranteeing American rights to use the port of New Orleans as "wastepaper." There was even talk of a plan for an attack on the American city of Natchez, in the Mississippi Territory.

Jefferson and Madison replied with a diplomatic counteroffensive in Washington, D.C. The French ambassador was a frequent guest at Jefferson's dinner table. But the President seldom invited him on those nights when he entertained the British ambassador. Now both ambassadors began receiving invitations to sample Jefferson's superb cuisine on the same night. But when the Frenchman sat down at the table, he found to his dismay that Jefferson had the British ambassador on his right hand, and spent the entire evening talking to him. Soon the ignored Frenchman was writing home that Jefferson was seriously considering "an English alliance" and that French policy was forcing him into it.

Simultaneously, Secretary of State Madison planted an even more ingenious idea in the Frenchman's mind. He told him that Americans did *not* want to expand west of the Mississippi. Such a move, Madison said, would probably mean the break up of the American nation into two separate states that would become rivals and end up fighting wars with each other. This, Madison solemnly assured the mesmerized ambassador, was another reason why America wished to avoid a clash with France. It would force them to occupy the territory west of the river. These remarks were swiftly transmitted to Napoleon.

Meanwhile, in Haiti, the French army was blundering into catastrophe. No
(Continued on page 44)

BETTMAN ARCHIVE



President Thomas Jefferson signing the Louisiana Purchase Papers, April 30, 1803.

You Can Get As Much From Your Official American



It's great knowing that, whatever happens, your family will have enough to keep going and stay together.

We all know how important it is for a man to make sure his family will be financially secure if he should die. But the way living costs keep soaring, the regular insurance a man bought in the past may no longer do the job.

Luckily, Legionnaires have a way out of the problem. The solution is ADD-ON American Legion Life Insurance Protection. At incredibly low cost, it lets you give your family thousands of dollars in extra security!

Now, if you're a Legionnaire between 35-44 and in good health, you can apply for insurance that provides your family with up to \$18,000 cash. If you're under age 30, you can apply for up to \$40,000! Where else can you get a family protection "deal" like that?

And just think what a great money-saving way this is to have Mortgage Insurance. You can choose benefits that can pay off most, if not all, of your mortgage balance should you die. Or your family could completely pay off other purchases such as autos, home improvements, appliances.

As for the remarkably low cost, just show the schedule of benefits and premiums to any non-Legionnaire friend. Then watch his eyes light up with envy.

You are eligible to apply for up to FOUR Units of protection, as shown at right, if you're a Legionnaire in good

standing, and under the age of 70. There is normally *no medical examination*—good health is all that's needed. Just fill out the Enrollment Form at right, and mail it with the proper premium as shown on the Premium Chart. With insurance company approval, your protection begins the first of the month following the date your Enrollment is received by the Administrator. You'll automatically receive renewal notices before the end of each year, to remind you to continue your valuable protection.

Remember, American Legion Life Insurance pays *in addition* to any other life insurance you now have; it is not meant to replace any existing policies you now own. Your Legion Life Insurance has fewer standard exclusions than most. It protects you fully even while flying in commercial or military aircraft and while on active duty with the Armed Forces. The only restriction is that no benefit is payable for death as a result of any act of war while in the military, naval or air service or within six months of such service as a result of injuries or disease contracted during service.

So don't wait. American Legion Life protection—BIG-MONEY PEACE OF MIND—for only pennies a day. Fill out, enclose check, and mail Enrollment Form NOW.

As \$40,000 of Protection Legion Life Insurance Plan



WHAT PEOPLE SAY ABOUT AMERICAN LEGION LIFE INSURANCE

"I wish to acknowledge with thanks the prompt receipt of the check for the death benefit of my husband. It was just a chance reading of your advertisement in the American Legion Magazine that prompted us to apply for this insurance."
Mrs. E. H. W.

"... (husband) died on the date the insurance became effective. I was concerned that you might question paying the claim but I worried about it needlessly. Thank you so much for the payment and for your promptness."
Mrs. J. J. K.

"This was the first settlement made on any of Frank's insurance and as a result lifted a great load from M's mind. ..."
Mr. J. G. R.

Amount of Premium to Mail with your Enrollment

| Month Enrollment Card Signed | AMOUNTS TO BE REMITTED FOR: | | | | |
|------------------------------|-----------------------------|---------|---------|--------|--------|
| | 4 Units | 3 Units | 2 Units | 1 Unit | ½ Unit |
| January | \$88 | \$66 | \$44 | \$22 | \$11 |
| February | 80 | 60 | 40 | 20 | 10 |
| March | 72 | 54 | 36 | 18 | 9 |
| April | 64 | 48 | 32 | 16 | 8 |
| May | 56 | 42 | 28 | 14 | 7 |
| June | 48 | 36 | 24 | 12 | 6 |
| July | 40 | 30 | 20 | 10 | 5 |
| August | 32 | 24 | 16 | 8 | 4 |
| September | 24 | 18 | 12 | 6 | 3 |
| October | 16 | 12 | 8 | 4 | 2 |
| November | 8 | 6 | 4 | 2 | 1 |
| December | 96 | 72 | 48 | 24 | 12 |

HERE ARE YOUR AMERICAN LEGION LIFE INSURANCE PLAN BENEFITS

Amount paid determined by age at death

| Age at Death | FOUR UNITS (Total Coverage During 1972) | THREE UNITS (Total Coverage During 1972) | TWO UNITS (Total Coverage During 1972) | ONE UNIT (Total Coverage During 1972) | HALF UNIT (Total Coverage During 1972) |
|-----------------|--|---|---|--|---|
| †through Age 29 | \$40,000 | \$30,000 | \$20,000 | \$10,000 | \$5,000 |
| 30-34 | 32,000 | 24,000 | 16,000 | 8,000 | 4,000 |
| 35-44 | 18,000 | 13,500 | 9,000 | 4,500 | 2,250 |
| 45-54 | 8,800 | 6,600 | 4,400 | 2,200 | 1,100 |
| 55-59 | 4,800 | 3,600 | 2,400 | 1,200 | 600 |
| 60-64 | 3,200 | 2,400 | 1,600 | 800 | 400 |
| 65-69 | 2,000 | 1,500 | 1,000 | 500 | 250 |
| **70-74* | 1,320 | 990 | 660 | 330 | 165 |

*Insurance terminates on the 1st day of January coinciding with or next following your 75th birthday.

**No persons, age 70 or over (including those already insured) will be accepted for new insurance.

†Special age bracket for Viet-Vets.

HOW TO ENROLL

1. Type or print all information on Enrollment Form. Be sure to answer all questions and indicate the number of Units desired by checking the appropriate box.

2. See chart above for amount of premium to send with Enrollment.

3. Make check or money order payable to: The American Legion Life Insurance Plan.

4. IF YOU LIVE IN IND., ILL., N.J., N.Y., N.C., N.D., OHIO, P.R., TENN., TEX., OR WIS. write to the address below for an enrollment/application for use in your state. Applications and/or benefits vary slightly in these areas.

5. Mail the Enrollment and premium to: The American Legion Life Insurance Plan, P.O. Box 5609, Chicago, Ill. 60680.

*Legionnaires who already own one, two, or three units may apply for additional units up to the maximum of Four Units. If you now hold ½ unit, any addition must include another ½ unit, so that you end up with a whole number of units.

ENROLLMENT CARD FOR YEARLY RENEWABLE TERM LIFE INSURANCE FOR MEMBERS OF THE AMERICAN LEGION

Full Name _____ Birth Date _____
Last First Middle Mo. Day Year

Permanent Residence _____
Street No. City State Zip

Name of Beneficiary _____ Relationship _____
Example: Print "Helen Louise Jones," Not "Mrs. H. L. Jones"

Membership Card No. _____ Year _____ Post No. _____ State _____

I apply for the amount of insurance indicated below. (check appropriate box or boxes).

4 Units ☐ 3 Units ☐ 2 Units ☐ 1 Unit ☐ ½ Unit ☐

The following representations shall form a basis for the Insurance Company's approval or rejection of this enrollment: Answer all questions.

1. Present occupation? _____ Are you now actively working?
Yes ☐ No ☐ If No, give reason _____

2. Have you been confined in a hospital within the last year? No ☐ Yes ☐ If Yes, give date, length of stay and cause _____

3. During the last five years, have you ever had heart disease, circulatory disease, kidney disease, liver disease, lung disease, diabetes, or cancer, or have you received treatment or medication for high blood pressure or alcoholism? No ☐ Yes ☐ If yes, give details _____

I represent that, to the best of my knowledge, all statements and answers recorded on this enrollment card are true and complete. I agree that this enrollment card shall be a part of any insurance granted upon it under the policy. I authorize any physician or other person who has attended or examined me, or who may attend or examine me, to disclose or to testify to any knowledge thus acquired.

Dated _____, 19____ Signature of Applicant _____
GMA-300-19 10-70 (Univ.) 1271

☐ I apply for additional Legion Life Insurance: My present certificate number is _____

LIFE IN THE OUTDOORS

Skate Sailing

IF YOU'RE an ice skater and have never tried skate sailing, you are missing one of the most thrilling outdoor sports. Imagine zipping over the ice at 50 mph! You can learn how in a few minutes, and all you need in addition to your skates and a frozen lake is a kite-like sail. The wind supplies the power.

The sail can be home-made or purchased in kit form to be assembled and disassembled on the ice. Its framework is cross-shaped, like that of a simple kite, consisting of a vertical mast and a horizontal boom of equal length, over which is stretched a drum-tight sailcloth. A flexible bow in front, and a smaller one in the rear, maintain the sail's tension. There should be at least one transparent plastic window in the sail so the skater's vision will not be blocked. Since the sail must be held a few inches above the ice



Skate sailor seeking the breeze.

by the skater, it must be made as light as possible; usually the frame is aluminum tubing and the bows are fiberglass. Sail area depends upon the skater's weight, how fast he wants to go, and the wind velocity. A 9-foot mast and boom, providing an area of about 54 square feet, is suitable for a skater who weighs over 150 lbs. in a moderate wind. An 8-footer, about 43 square feet, is best for a 100 to 145-lb. skater or for winds reaching over 20 mph. Skaters under 100 lbs. can use a 7-footer. Such ready-made models cost between \$70 and \$80.

Skate sailing is similar to sailboating except the speeds are far greater. The skater stands on the leeward side of the vertical sail where he is protected from the wind. The boom rests on his shoulder at the balance point and his hand nearest the sail grasps the lower part of the mast. As speed increases, he leans against the sail and is supported by the wind. His skate blades, acting like the keel of a sailboat, resist sideways motion and keep him on course. The longer racing blades are preferred. His feet are placed so the blades are parallel, with the foot nearest the sail slightly forward.

Tacking, or coming about, to change the course angle to the wind, is accomplished by raising the sail horizontally over the head and bringing it down on the other side. The overhead position also spills the wind when it is desired to stop. The fastest speeds are possible when the skater is moving at right angles to the wind; 55 mph. has been re-

corded. The rule of thumb is that speeds of twice the wind velocity are easily obtained. It follows that only the bravest skate sailors venture out with large sails when the wind exceeds 20 mph. For the novice who finds himself in trouble, the remedy is simple; he can just let go of the sail. It will drift gently to the ice without damage.

Skaters of all ages can be sailors. The sport is less strenuous than plain ice skating, it generates no pollution, no noise, and the wind is free. Why not try it?

For further information, write: Waterfun, Inc., Box 3442 Ridgeway, Stamford, Conn. 06905.

SHOULD your hunting dog become lost in the woods, before you return to camp for the night, leave your jacket or sweater lying on the ground, says Kevin O'Neil of Whitehall, N.Y. Next morning you'll probably find him sitting on it waiting for you.

EXPENDED batteries left in a flashlight will corrode and be difficult to remove. Bill Hill of Langdon, N.D. writes that if you pour a little kerosene in the battery tube it'll dissolve the corrosion and they can be tapped out easily.

PLASTIC bottles used for bleaches and detergents make handy extra gas containers for outdoorsmen, writes Robert Knipfer of Bozeman, Mon. The quart size is small enough to carry easily and holds plenty for a lantern or stove. If you have a trail bike, strap one to the forward frame. Clean the bottles thoroughly before use, and remove original label.

NEW GAME for outdoorsmen to while away evenings in camp, called "Wild Life." Players roam the jungles of five continents, capturing and paying for, wild animals to stock their zoos. Complete with counters, cards, play money and dice to determine trip distance on a safari. Price: \$7. For details write: E. S. Lowe Co., 200 Fifth Ave., New York, N.Y. 10010.

WASHING CLOTHES while traveling in your trailer can be easy if you use a large pail, such as a clean garbage pail, with a tight-fitting lid, reports Mrs. Gordon Sweeney of Salineville, Ohio. Fill it half-full of hot, soapy water, tie to a stationary object in the trailer, add the clothes. The bumps and turns in the road will jiggle them clean. Then rinse them, of course.

A **SMALL** rubber balloon is an excellent waterproof container for matches, reports H. E. Millham of Fullerton, Whitehall, Pa. Put the wooden matches inside and fasten the neck with a rubber band. Or stretch the neck and insert a packet of book matches for an emergency.

FOR STARTING a fire quickly in rainy weather, pack along a fired shotgun hull packed with pencil shavings, suggests Stan-

ley Clarke of East Bradenton, Fla. The cedar chips will light with the smallest spark, and one hull will carry enough for several fires.

NEW 1972 GUN DIGEST is ready. It contains dozens of hunting and shooting articles, a large color section and a complete catalogue of equipment. Weight: 2¾ pounds. Price: under \$7 at your local gunstore or write: Digest Books, 540 Frontage Rd., Northfield, Ill. 60093.

CAMP FIRE cooking hints from Mrs. Wanda Miller, Williams, Ariz.: wrap bread or rolls in aluminum foil and place right on your cooking coals. It will heat and steam; even stale bread will taste good. Add a little butter and garlic first if desired.

NEED a funnel to pour gas into your lantern? You have one, if you have a spin-casting reel, writes Charles Springer of Coolville, Ohio. Just use the reel's closed face with the hole in its center: it's a perfect funnel.

DEER HUNTERS will find buck scent more effective if they serve it hot, writes Mark Eder of Glidden, Wis. Put some on a small sponge and rest it on your hand warmer on a stump or log. The warm scent will evaporate more quickly and spread farther.

WHENEVER you leave a campsite, pull your camper or trailer ahead a few yards, they get out and walk around the area, suggests William Gilbert of Portsmouth, Ohio. You'll be surprised how often you'll find camping items that have been dropped and overlooked.

If you have a helpful idea for this feature send it in. If we can use it we'll pay you \$5.00. However, we cannot acknowledge, return, or enter into correspondence concerning contributions. Address: Outdoor Editor, The American Legion Magazine, 1345 Avenue of the Americas, New York, N.Y. 10019.



"Who wants flies? Let's go where there are some fish."

THE AMERICAN LEGION MAGAZINE

NEWSLETTER

A DIGEST OF EVENTS WHICH
ARE OF PERSONAL INTEREST TO YOU

DECEMBER 1971

VA BENEFITS AVAILABLE FOR VIETNAM ERA VETS:

Despite widespread and continuing campaigns by the Veterans Administration, The American Legion and other veterans groups, many Vietnam Era veterans are still unaware of some benefits available to them from the VA... Either because they are young and think themselves invulnerable or because filing claims might take too much time, or for whatever reason, these ex-servicemen often don't avail themselves of their rights—rights won by veterans older and wiser than they... Only when it's much later, sometimes too late, do some of them find they should have taken advantage of the hospitalization, the GI insurance, the education and training benefits, the compensation or disability pension rating, etc.... Even as did some of us older veterans.

Here is a brief but handy list of benefits available to Viet vets... Save for ready reference when questions arise.

Disability Compensation: A monthly benefit payable for residual disability of disease or injury incurred in or aggravated by active service... No time limit to file claim.

Disability Pension: A monthly payment to a veteran with not less than 90 days honorable service because of unemployability due to nonservice-connected disability... No time limit to file claim.

Hospital Care: Available for service-connected conditions and for nonservice-connected conditions when veteran is unable to pay costs and a bed is available... No time limit.

Medical Care: Available for service-connected conditions and for nonservice-connected conditions under certain circumstances, such as before and after hospitalization.

Dental Care: Eligibles have one year to file.

Drugs and Medicines: Provided for service-connected conditions and for nonservice-connected conditions when a veteran is found to be housebound or in need of aid and attendance of another person.

Disabled Veterans Insurance: Special nonparticipating National Service Life Insurance available on application of veteran with a service-connected disability.

Conversion of Servicemen's Group

Life Insurance: A veteran has 120 days after separation to convert his group policy to a permanent contract of commercial life insurance... Those with a total service-incurred disability have up to one year.

Specially Adapted Housing: Seriously disabled veterans may receive up to \$12,500 toward the purchase of a home especially designed and equipped.

Vocational Rehabilitation: A program of education or training to overcome economic handicap of service-connected disability... It pays tuition, fees and books in addition to payments of monthly subsistence... Eligibles have nine years from discharge to complete except in certain cases of serious disability or delay in establishing eligibility.

Educational Assistance: Veterans with more than 180 days active duty are eligible... Eligibility of up to 36 months is based on one month for each one-and-a-half months of service... Those with 18 months or more service after Jan. 31, 1955 and who have satisfied their active duty requirements have full entitlement... Completion of primary and high school, PREP, tutorial fees and refresher courses are not charged against period of eligibility for higher education... Eligibles must begin courses in time to finish before eight years are up.

Guaranteed Loans: For veterans with more than 180 days service, less if discharged for a service-connected disability, VA will guarantee mortgages for the purchase of mobile and conventional homes and farms and farm equipment... Eligibles have 10 years to obtain loans plus one year for each 90 days of active duty.

Automobiles for Disabled Veterans: Certain disabled veterans may receive assistance of not more \$2,800 toward the purchase of an automobile... In addition, VA will pay for adaptive equipment deemed necessary for the eligible veteran to operate the automobile in a manner consistent with his own safety and the safety of others.

If there is any honest doubt about whether a claim should be filed, the safest course is always to file... The worst that can possibly happen is a turndown if the facts don't back the claim... See your VA, Legion or other veterans service officer for

VETERANS NEWSLETTER

help... A full-time accredited representative of the Legion is available at each VA Regional Office and at the top federal level in Washington, D.C., to help in claims for VA benefits... Name the Legion on VA Form 23-22 to get this free service.

RECENT LEGION TESTIMONY ON PENSION AND DIC BILLS:

In October, Veterans Affairs and Rehab Director Ed Golembieski testified before the House Veterans Affairs Subcommittee on Compensation and Pension... Presenting the Legion's position on death and disability pension, and dependent parents dependency and indemnity compensation bills, he stressed that the recent cost-of-living increases in Social Security and other retirement and survivor type benefits would reduce the gross income of many pensioners, especially those whose entitlement to pension is related to need, unless corrective legislation is forthcoming... The high cost of living, despite the economic freeze, is deadly to all persons on fixed incomes, but particularly to pensioners... Veterans Newsletter mail is heaviest on this subject as anxious veterans and dependents write to let their feelings be known when VA pensions are threatened.

Director Golembieski called for a number of improvements in pension and DIC including the following: an increase in monthly benefits rates averaging about 20%, and a \$700 increase in the income limits; a \$25 increase in monthly pension at age 72; exclusion from annual income determination of the proceeds of commercial insurance policies up to \$10,000 plus the costs of unusual (such as chronic or catastrophic illness) medical expenses; an increase from \$30 to \$40 in the VA institutional award for hospitalized veterans without dependents and a special aid and attendance allowance of \$55 monthly to dependent parents in receipt of DIC and children receiving pension, if other requirements are met... He also said the Legion would support a new, improved formula for counting income on a weighted basis. (See next item.)

HOUSE VETS AFFAIRS SUBCOMMITTEE MOVES PENSION AND DIC BILLS:

As Veterans Newsletter went to press, the House Veterans Affairs Subcommittee on Compensation and Pension reported out two bills to provide general cost-of-living increases and raise income limitations

in the VA pension and DIC programs for veterans, their dependents and survivors... The bills are generally designed to (1) relieve hardships caused by inflation (2) prevent loss of pension or reduction of income and (3) raise income limitations that presently bind the VA benefits program... (The 10% increase in Social Security benefits passed earlier this year will start counting as income in January 1972.)

Average increase in pension for veterans and widows would be about 6.5%... Average DIC increase would be about 10% for widows, 5% for children and 6.5% for parents... Income limitations (for those affected) would rise by \$300 in both the pension and DIC programs... Those DIC parents in need of aid and attendance would receive \$55 additional per month... Special DIC children, if helpless after age 18, would be raised from \$32 to \$55 per month... "Old law" pensioners would not receive additional increases but would benefit by the \$300 income limit raise.

The pension bill also (1) incorporates a new formula for discounting future income received from other sources so as to help soften the jolt on VA pension benefits when income limits are reached (2) would allow the deduction of the cost of certain unusual medical expenses from income and (3) would allow the married veteran (whose wife died) to continue to receive the same rate of pension for vet and spouse for the balance of the year in which she died, as if she were still alive.

VETERANS REEMPLOYMENT RIGHTS:

An ex-serviceman (but not a career man in the armed forces) is entitled to get his old job back (under certain conditions) if he wishes... But he must apply for it to his former employer within 90 days after separation from active service or one year if he was hospitalized... In addition, he must be qualified to perform the duties of the former job unless a disability sustained during service makes him unable to do so... Restoration to his former job allows for normal advancement in seniority status, pay and job classification that would have occurred had he remained on the job.

For information concerning reemployment rights, contact any field office of the Labor-Management Services Administration or The Office of Veterans' Reemployment Rights, U.S. Dep't of Labor, Wash., D.C.

NEWS OF THE AMERICAN LEGION

AND VETERANS AFFAIRS

DECEMBER, 1971

Nat'l Exec Committee Seeks Release of Yanks in Red China

Policy body asks President to intercede for U.S. prisoners in Red China when he visits there; warns nation of decline of power; tentatively awards '73 Nat'l Convention to Honolulu; confirms national appointments.

At its annual fall meeting The American Legion's National Executive Committee adopted a resolution asking President Nixon to intercede "forcefully" with the Chinese Communist government during his planned visit to Red China in order to obtain full information and possibly the release of American prisoners being held by that nation since the Korean War.

The mandate was only one of several major actions taken by the Legion's national policy body as it met on Oct. 20-21 for the last time in 1971 at Nat'l Hq in Indianapolis under the Chairmanship of National Commander John H. Geiger (Ill.). A Digest of all Resolutions adopted appears on page 33. A list of chairmen appointed to national commissions and committees appears on page 32.

Referring to unconfirmed reports that between 300-900 U.S. P.O.W.'s remain in Chinese Communist hands because they were not repatriated when Korean War action ceased and that Red China has consistently refused to discuss them, the Committee called upon the President to "predicate all actions and decisions to lessen tension between Communist China and the U.S. upon obtaining full informa-

tion on all missing American prisoners in China and the release of those who are still alive."

In another related action the Committee asked Legion departments to seek legislation in their states that would make it possible for children of prisoners of war and men missing in action to receive state scholarship funds to meet the cost of tuition fees and books at educational and vocational institutions beyond the high school level.

The Committee also strongly urged President Nixon to review the warnings contained in the "Supplemental Report" of his Blue Ribbon Defense Panel of 1969 which stated, among other things, that (1) the U.S. had abandoned its former policy of maintaining strategic superiority (2) that the Soviet Union has attained for the first time a superior strategic capability in ICBM'S where it counts most and (3) that "in the '70's neither the vital interests of the U.S. nor the lives and freedom of its citizens will be secure." The Legion further called upon the President to bring the full weight of his office to bear upon all appropriate authorities toward the development of a military capability second to none.

Legion Reaction to UN Vote on China Question

The Legion's reaction to the UN votes admitting Red China and expelling Nationalist China was swift in coming. Nat'l Cmdr John H. Geiger expressed "profound dissatisfaction and disappointment" as he declared that the Legion was adamantly opposed to the admission of Communist China. "We are shocked that the UN has deemed it appropriate to seat Chinese Communist representatives who have seldom upheld the principles upon which the United Nations was founded . . . I am convinced this action by the General Assembly can only damage the reputation and effectiveness of the world organization and all its agencies," he said.

The Commander noted that the U.S. was firmly committed to aid Nationalist China and urged our government to live up to that resolve. Referring to the President's planned visit to Red China, Geiger urged the President not to take any steps that would change our existing political, economic and military relationships with Taiwan.

The possibility that The American Legion would venture outside the continental limits of the U.S. for the first time since 1927* to hold its National Convention became a distinct reality when the policymakers concurred in the tentative award of the 1973 National Convention to Honolulu, Hawaii.

The convention for 1973 had previously been tentatively awarded to Los Angeles, Cal., which withdrew its bid for later submission when more strategically-placed hotels with first class rooms (now building or in plans) become available in a few years.

Thus the way became open for Honolulu to place a strong bid for the national conclave. A package plan was proposed whereby delegates and guests would be able to fly round-trip to Honolulu at a total cost of about \$450 from the East Coast and \$350 from the West Coast. The tentative price would include ground and air transportation, eight days and seven nights at a first class hotel to be selected by their department, and breakfast and dinner each day.

*The 1927 National Convention was held in Paris, France, Sept. 19-22.

Friendly Legion-Auxiliary Membership Wager



When National Auxiliary President Mrs. Robert L. Parker (Okla.) was presented to the Nat'l Executive Committee (see photo) by Nat'l Cmdr Geiger, she threw out a friendly membership challenge. The winner would be determined by the greatest percentage of membership postmarked to Nat'l Hq by Jan. 31, 1972 using these goals: the Legion, 2,625,125; the Auxiliary, 935,312. If the Auxiliary wins, Cmdr Geiger will send a \$500 check to Pres. Parker for a nursing scholarship by an eligible Cherokee Indian girl at Muskogee, Okla. Cmdr Geiger hasn't said yet what plans he has for the money if the Legion wins.

JOHN ANDREOLA

The travel organization which sponsored the plan offered to contractually guarantee that the costs to the national American Legion and its Auxiliary would not exceed the costs incurred in the 1970 National Convention at Portland, Ore. They also agreed to present a Performance Bond to assure contract compliance, would guarantee there would be no liability to the national organization and would deposit all monies in an escrow account until completion of transportation and housing in Honolulu.

The sponsoring travel organization also agreed that musical units and uniformed groups which compete at the National Convention would be transported by them to Honolulu on Saturday through Monday of the convention period at a maximum cost of \$235 per person, including air and ground transportation, lodging and meals.

If satisfactory contracts can be executed with all parties involved, then Legion families can look forward to convention-vacations in Honolulu in mid-August of 1973.

For other years the national convention schedule tentatively stands as follows: Chicago, Ill., Aug. 18-24, 1972; Miami Beach, Fla., Aug. 16-22, 1974 and Philadelphia, Pa., Aug. 15-21, 1975.

Because there is little doubt that some form of national health insurance will be enacted by Congress in the near future, a Special Committee on Veterans Medical Care was appointed by Nat'l Cmdr Geiger following its creation by resolution at the Houston National Con-

vention. The special committee was charged to (1) examine the adequacy of the VA medical care program (2) consider the potential impact on the VA medical care program of a national health insurance program (3) restate, following thorough research, the reasons for the continuing necessity of an independent medical care program with the VA and (4) study and examine any and all other matters relating to veterans medical care. Emory L. O'Connell (Col.) was named Chairman.

Reporting on its progress, the special committee planned meetings in the months leading to January 1972 with such organizations as the VA, the American Medical Ass'n, the Veterans Affairs Committees of both the House and the Senate, the Dep't of Health, Education and Welfare, the American Hospital Ass'n, the American Pharmaceutical Ass'n and others. The committee would also meet and perhaps report at the time of the National Commander's Conference in Washington, D.C., in late February, early March, 1972.

A redrafting on the Constitution of the Sons of The American Legion was submitted to the National Executive Committee as a resolution for them to study for possible enactment at the May, 1972 meeting. The NEC is the top legislative authority for the SAL. The present SAL Constitution, adopted by the NEC and subsequently amended through the years, does not provide for national officers nor a national convention. The SAL seeks to update its Con-

stitution and parallel the parent organization's structure, while still remaining under the umbrella of the National Executive Committee. For the past nine years, SAL representatives have met at Legion National Conventions in Workshop or Caucus sessions. Membership of the SAL annually runs to about 18,000 members. Backers of the restructuring hope these moves will help revitalize their organization.

A pilot program of direct billing of membership dues for the 1973 membership year by modern, high-speed, electronic equipment at Nat'l Hq in Indianapolis was approved by the Committee. The pilot program is authorized for a minimum of six Legion Departments and a maximum of 600,000 members.

Departments will be accepted for this initial plan on a first-come, first-served basis provided they meet certain qualifications which would enable the national organization to obtain representative and measurable results that might determine the feasibility and desirability of a nationwide plan. Departments approved for the pilot program will be picked next month and must share with their posts the cost of a first billing and pay all costs of succeeding notices.

Nat'l Cmdr Geiger announced that 43 new posts have been chartered or had preliminary paperwork done in response to his call to Committeemen at the Houston National Convention.

National Commission Changes

The National Executive Committee appointed chairmen and members to fill vacancies on 1971-72 national policy bodies. Here is a list of the national chairmen whose appointments were approved. COMMISSIONS are in capital letters with committees and other divisions of commissions printed in *italics*.

AMERICANISM: Daniel J. O'Connor, N.Y.; *Counter-Subversive Activities*, J. E. Martie, Nev.; *Americanism Council*, Albert H. Woessner, N.Y.

AMERICAN LEGION MAGAZINE: James E. Powers, Ga.

CHILDREN & YOUTH: Earl D. Franklin, Jr., Colo.; *New England Area*, Ray Greenwood, Vt.; *Middle Atlantic Area*, Charles A. Kuhn, W. Va.; *Southern Area*, Clyde E. Sullivan, Jr., N.C.; *Midwestern Area*, Mrs. Elenor M. Hagen, Mich.; *Western Area*, Tom Clarkin, Ariz.

CONVENTION: James V. Demarest, N.Y.; *Contests Supervisory*, Deming Smith, S.D.; *Distinguished Guests*, William J. Rogers, Me.

ECONOMIC: Clarence S. Campbell, Vt.; *Employment*, Walter M. Rapp, Okla.; *Veterans' Preference*, A. B. Fennell, S.C.

FINANCE: Churchill T. Williams,

Baseball Umpire Regales Committeemen at Commander's Banquet



Roaring appreciatively at the humorous baseball stories of guest speaker Nat'l League Baseball Umpire Tom Gorman (deadpan at mike) are Indiana Gov. Edgar Whitcomb (hand to chin) and VA Administrator Don Johnson. Occasion was the Commander's Banquet held during the recent Nat'l Executive Committee Meeting at Nat'l Hq.

Homecoming of National Commander Geiger at Chicago, Ill.

JOHN ANDREOLA



Nearly 700 Legion leaders and other distinguished guests from all parts of the compass gathered at the Marriott Motor Hotel in Chicago, Ill., in mid-October to pay homage to newly-elected National Commander John H. Geiger (Ill.) at his Homecoming



Celebration. They toured United Airlines Ground Facilities at O'Hare International Airport, banqueted (shown above), and were entertained by a quartet flown in especially for the occasion from Hawaii by United Airlines, Commander Geiger's employer.

Iowa; *Life Insurance & Trust*, Albert V. LaBiche, La.; *Emblem*, Clayton C. Schlick, Iowa; *Overseas Graves Decoration Trust*, Nat'l Cmdr John G. Geiger, Ill.

FOREIGN RELATIONS: Thomas E. Whelan, N.D.; *Foreign Relations Council*, Martin T. Jansen, Wis.

INTERNAL AFFAIRS: Donald J. Smith, Mich.; *Constitution & By-Laws*, Alfonse F. Wells, Ill.; *Membership & Post Activities*, William F. Gormley, Pa.; *Resolutions Assignment*, Melvin T. Dixon, Fla.; *Trophies, Awards & Ceremonials*, Albert R. Walavich, Ill.

LEGISLATIVE: Clarence C. Horton, Ala.

NATIONAL SECURITY: Emmett G. Lenihan, Wash.; *Aeronautics & Space*, Joseph L. Hodges, Va.; *Civil Defense*, Stacey A. Garner, Tenn.; *Law & Order*, Paul S. Kinsey, Ohio; *Merchant Marine*, James M. Wagoner, Ohio; *Military Affairs*, Francis P. Kane, Ill.; *Naval Affairs*, John J. Wrenn, Mass.; *National Security Council*, Granville S. Ridley, Tenn.

PUBLIC RELATIONS: C. D. DeLoach, D. C.

VETERANS AFFAIRS AND REHABILITATION: W. F. Lenker, S. D.; *Area A*, Walter T. Hyde, Sr., R. I.; *Area B*, Ralph A. Westerfield, Fla.; *Area C*, Paul L. Blake, N. C.; *Area D*, Glenn R. Nielsen, Minn.; *Area E*, Reuben B. Garnett, Wash.; *National Cemetery*, Carl L. Lundgren, Minn.

Reorganization Subcommittee: L. O. Bickel, W. Va.

Digest of Resolutions

Here is a digest of resolutions adopted at the fall, 1971 meeting of the Legion's National Executive Committee. Identifying resolution numbers follow in parentheses.

- Urges the President to heed the warnings con-

tained in the "Supplemental Report" of his Blue Ribbon Defense Panel and take action to bring U.S. defense capabilities to a position of second-to-none (22)

- Calls upon President Nixon to obtain full information and the release of Americans imprisoned in China during his visit there. (7)

- Ask the various Legion departments to press for state laws and the appropriation of funds to provide for scholarships and education for the children of prisoners of war beyond the high school level (11)

- Encourages cooperative relations between the Legion and its posts and the American Ass'n of Junior Colleges in order to assist returning veterans in their educational and vocational needs. (20)

- Commends Commissioner of Baseball Bowie Kuhn, National Football Commissioner Pete Rozelle and their organizations for their programs against drug abuse. (10)

- Authorizes acceptance of a Commissioner of Baseball Trophy annually to current American Legion National Baseball Champions (19)

- Requests amendment of Professional Baseball rules to protect Legion ballplayers in certain situations. (9)

- Asks that the name of The American Legion precede sponsors names in advertisements where there are cases of private sponsorship of Legion baseball teams. (8)

- Revises the Constitution & By-Laws of The Sons of The American Legion to provide the framework for a national organization under the continued supervision and control of the Legion's National Executive Committee. (28)

- Provides for the distribution of Resolution 28 to each National Executive Committeeman for his study and that said resolution shall be considered as a special order of business at the May, 1972 meeting of the National Executive Committee. (29)

- Opposes any attempts by federal sectors of the government to be exempt from the provisions of the Veterans Preference Act of 1944 and opposes bills in Congress which may seek to diminish veterans preference rights. (21)

- Calls for the use of all space at the San Juan VA Hospital to be used for hospital facilities and that separate VA Regional office facilities be provided for. (13)

JOHN ANDREOLA



Views of the Commemorative Bottle.

- Supports legislation to improve and insure due process in the administrative discharge procedure followed by the Armed Forces and the U.S. Coast Guard. (14)

- Asks adequate medical and dental care for retired members of the uniformed services, dependents and survivors, at minimal cost to the individual. (15)

- Calls for an equitable program of survivor benefits correlated to the retired pay of the military services. (16)

- Opposes abolishment of the Selected Reserve of the U.S. Coast Guard Reserve. (17)

- Amends rules for expenditure of poppy funds to cover the rehabilitation of all veterans honorably discharged from U.S. Forces since April 6, 1971. (18)

- Urges release of total federal funds authorized for nursing education (3)

- Supports and endorses the "Get Out The Vote" campaign. (2)

- Calls for legislation to provide for federal standards of quality for underground water and to establish and enforce measures necessary to accomplish same. (12)

- Expands statement of purpose of the Trophies, Awards and Ceremonials Committee. (1)

- Reinstates charter of John M. Reed Post 415, Little Rock, Ark. (23)

- Approves certain contest rules for the 1972 National Convention (5)

- Commends the Royal Canadian Legion (6)

- Reimburses The American Legion for life insurance expenses. (4)

- Authorizes the issuance of temporary charters to the following new posts: Post 11, Sembach, Germany; Post 21, Crailsheim, Germany; Post 10, Cuernavaca, Mexico; Post 73, Port Area, Manila; Post 74, Fort Bonifacio, Taguig, Rizal; Post 75, Port Area, Manila; Post 76, Quezon City; Post 77, Manila; Post 78, Quezon City; Post 79, Sampaloc, Manila; Post 80, Sampaloc, Manila; Post 81, Taytay, Rizal; Post 82, Tanay, Rizal; Post 83, Manila, all in the Philippines. (24, 25, 26, 27)

Collector's Item

Holders of the beautiful ceramic bottle (see photo) created by the Ezra Brooks Distilling Co. to commemorate the Legion's 53rd Annual National Convention in Houston, Tex., may have reaped a bonanza when they snapped up all available bottles.

An accurate, three dimensional, color replica of the Legion's Emblem emblazoned in 24 carat gold and made of genuine Heritage China, the bottles were sold exclusively in the convention city. With 12 year old bourbon in them, they retailed for about \$15.00 each and only a limited number were produced.

Now, the authoritative publication, *Bottle World*, is carrying advertisements from two mid-West dealers who are currently selling the bottle *empty* for \$29.95, plus postage.

Normally, the older a bottle, the higher the value. As collector's bottles go, the Legion's is a very young item.

Jobs For Veterans

Here are some recent developments on the Jobs For Veterans scene.

- In Chicago, Ill., Nat'l Cmdr John H. Geiger testified on Oct. 8 before the Senate Veterans' Affairs Subcommittee on Readjustment, Education and Employment which met to hold hearings on the problems of Vietnam era veterans. Cmdr Geiger told of the Legion's efforts in its Jobs For Veterans Program and also described the establishment of an offshoot program which seeks to set up Veterans Assistance & Information Centers in Legion posts. Several have already been started in Chicago, Ill., and Houston, Tex. He also recommended several actions which the Legion felt would improve the employment services to veterans.

- In Wichita, Kans., the Legion teamed up with the Small Business Administration and the Kansas State Dep't of Education on Oct. 12 to present a Small Business Workshop for young veterans interested in entering into business for themselves. Forty-two veterans,

nearly all Viet-time, and representing 23 Legion posts, showed up for a free instruction program designed to acquaint them with the requirements for the successful operation of a business. Kansas plans more such workshops.

- In Ohio, the names, addresses and job skills of all Vietnam veterans who are out of work have been compiled into an "Inventory of People and Skills" at the direction of Gov. John J. Gilligan. Some 23,000 Ohio Viet vets were among the first to be listed and the book has been widely distributed in the hopes that ex-servicemen will be helped to find employment or training slots. William E. Garnes, Administrator of the Ohio Bureau of Employment Services, estimates 60,000 more names will be added to the list in the next year.

- In Williamsport, Pa., on a much smaller scale, but no less important effort, the Bureau of Employment Security recently prepared a "Compendium of Occupational Profiles," which contains the names of 314 Vietnam era veterans in and around that central Pennsylvania city of 45,000 who seek work. The list was sent to 300 major companies with requests that interested employers contact the local veterans employment representative. Response was reported good despite a sluggish local economy.

- In Washington, D.C., U.S. Postmaster Winton M. Blount announced that ten of the nation's largest post of-

fices had cancelled mail during the July, August and September with the special inscription, "Jobs For Veterans." The post offices were: New York, Chicago, Los Angeles, Philadelphia, Boston, San Francisco, Washington, D.C., Detroit, St. Louis and Dallas.

Illinois College Veteran Loans

For years the Legion has clamored and pressed for speedier processing of subsistence checks for veterans enrolled in colleges and universities. The Illinois Legion did its share of clamoring. And, though the effort has been largely successful and the VA has cooperated to its utmost, a large time gap often exists between when the veteran starts training and when he gets his first monthly check. Thus, veterans experience great financial strain because of delayed benefits.

In order to alleviate this strain, the Dep't of Illinois collaborated with the Corn Belt Bank of Bloomington, Ill., and the Illinois Federation of Veterans in College to devise a 60-day college veteran loan program to help tide the ex-serviceman over that initial period.

The veteran must belong to a local club of the I.F.V.C. and his application must be approved by that group. There is also a \$10 processing fee but no other interest charges. Loans range from \$175 for a single vet up to \$240 for a married vet with two dependents.

The Illinois Legion has a special fund to back up the loan program and has instituted a set of cross-checks designed to protect the program. For further information, contact E. V. "Skip" Kiesling, Department Adjutant, The American Legion, P.O. Box 910, Bloomington, Ill.

Georgia Supermarket of Veterans Benefits Gearing Up Again



Surrounded by dozens of signs as they prepare for another Supermarket of Veterans Benefits are Georgia's Director of Veterans Benefits Pete Wheeler (seated, holding signs) George Shehane, Georgia's Legion Dep't Service Officer (standing, left), Don Milton (standing, right) and Rorie Smith, Georgia Veterans Service Officers accredited to the Legion. The Supermarket program was started in 1966 and now has 35 state and federal agencies participating as it moves around each year to various Georgia cities.

Boys' State Conference

At the 36th Annual Boys' State Conference in Indianapolis, Oct. 16-17, 97 delegates representing 39 departments gathered to exchange views and information for the improvement of the various Boys' States operations.

Under the chairmanship of Dr. Edwin L. Peterson (Utah) the delegates, whose department programs annually provide 28,000 youths with week-long training sessions in government affairs and the workings of a democratic system, discussed such items as how youths should be selected, hair grooming and other appearance criteria, and the possibility that workshops could be organized to provide workable solutions.

Representatives of the nation's service academies were also on hand as interested observers. The U.S. Military Academy reported 914 former Boys' Staters were in class at West Point and the Air Force Academy reported roughly 1,000 in its classes. No figures were available for other service academies.

A New American Legion Bridge

The Interstate 65 Bridge being built over the Alabama River in Montgomery, Ala., has been officially named The American Legion Memorial Bridge. The half-mile-long bridge is being constructed at a cost of \$4.2 million. Gov. George Wallace, in signing the naming bill, said, "It is most appropriate to honor The American Legion in genuine gratitude and for the valuable services rendered to the state by this organization."

Dep't Cmdr Ernest Stone and Dep't Adjutant Lawson Lynn were present at the signing, along with Rep. Raymond Weeks, a Past Dep't Cmdr (1962-63), and State Senator Robert Wilder. Weeks and Wilder were the sponsors of the bill.

The bridge was named by legislative act at the request of the Federal Bureau of Roads. Name plaques will be placed on the structure when it is completed.

The new I-65 bridge will take a traffic load off the double bridge on U.S. 31 North that goes through Prattville to Birmingham. The span, called Reese's Ferry Bridge, is named after an old ferry that used to cross the Alabama River at that point.

BRIEFLY NOTED

Marietta, Ohio, Post 64 won the 1971 Dep't Trap Shoot title. Its five-man team took top honors in the Championship Trap Shoot conducted at the Route 58 Gun Club near Lorain. The annual shoot was hosted by **Post 30, Lorain**. From all parts of the state came 147 shooters, representing 21 posts, through fog and threatening weather to challenge for 19 championship trophies. (**Post 300, Napoleon**, had three Vietnam veterans on its team—Mike Anderson, William Bevelhymer and Marc Snyder.) Marietta's

winning team scored 463 out of a possible 500 targets and was composed of J. Wright, K. Shock, D. Cunningham, L. Boley and L. Farnsworth. Runner-up honors went to **Post 574, North Georgetown—462**. The team: R. Miller, R. Jarvis, H. Weisenburger, C. Teeter and H. Hancock. High two-man team champs were K. Shock and D. Cunningham of Post 64. High shooter of the day was Jim Wright of Post 64 after a shoot-off with Mike Anderson of Post 300. Both posted 97 out of 100 and Wright got 25 of 25 and Anderson 23 in the shoot-off.



Connecticut rewards integrity.

For his integrity in returning a Legion check which he had found, nine-year-old John Rodriguez, of Hartford, Conn., was given a collection of 30 Kennedy half-dollars and a certificate of appreciation by the Legion **Dep't of Connecticut**. In the photo with the young man are Benjamin Truskoski, Dep't Treasurer and vice chairman of The American Legion Magazine Commission, who put together the coin collection and made the presentation, and the boy's father.

Looking forward to a new year of accomplishment are the new officers of the



New SAL officers chosen

Sons of The American Legion, shown in the photo with the new gold and blue Nat'l SAL banner. From left to right are Nat'l Chaplain Bryan O'Boyle; Past Nat'l Chairman J. R. Stillwell; Nat'l Vice Chairman Robert Faust; Nat'l Chairman John Smolinsky; Nat'l Sgt-at-Arms Ernest Wilson, Jr.; and Nat'l Adjutant Eric Smith, Jr. Not pictured is Fred Hartline, assistant Sgt-at-Arms.

The Texas Legion dedicated a new statue—WW1 Doughboy going "over the top"—in front of its Dep't HQ in Austin. The statue depicts a scene typical of trench warfare in France in 1916-18. Said Dep't



WW1 Doughboy in Dep't of Texas (Austin) Cmdr Gil Moody: "The statue is being dedicated in honor of the veterans of WW1, both living and those who have passed on, who helped found the American Legion in Paris, France, March 15-17, 1919." Past Nat'l Cmdr William E. Galbraith, now an undersecretary in the Dep't of Agriculture, Washington, D.C., gave the dedication address.

A pilot project conducted by the Legion's Mountain Camp of **Tupper Lake, N.Y.**, made it possible for 115 residents of Sunmount State School to enjoy a camping experience, recently. The residents, accompanied to camp by volunteer school staff members, participated in the full range of camp activities, including reveille, arts and crafts, recreation, fishing and campfires. Trips to the canteen also were part of the three- to five-day camp stay, and money for residents' canteen purchases was donated by the downstate Auxiliaries of the Legion. William Feist, superintendent of the



Here are the trophy winners in the 1971 Annual Ohio Dep't Trap Shoot Competition. From left, seated: L. Farnsworth, J. Wright (Post 64, Marietta); H. Hancock, H. Weisenburger, C. Teeter (Post 574, No. Georgetown); standing at left: D. Cunningham, L. Boley (Post 64); standing, right: R. Jarvis (Post 574); K. Shock (Post 64); standing, rear: L. and V. Porterfield (Post 605, Waldo); R. Thompson (Post 30, Lorain); R. Conrad, R. Miller (Post 574). Post 64 was team champ. From all parts of Ohio, 147 shooters represented 21 posts.

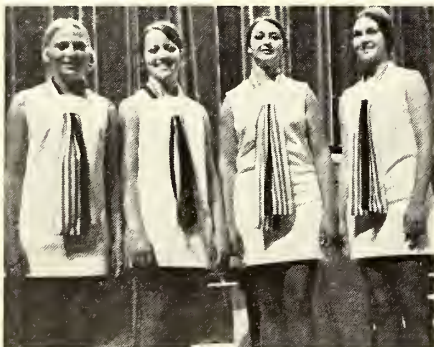
board of directors of the camp, and Dr. Richard Franeis, Sunmount Director, arranged and supervised the program. Charles Frenette of the Tupper Lake Coea Cola Bottling Co. contributed soft drinks.

Legion Auxiliary choral groups around the country are preparing for a busy 1972 season of competition and for a strong challenge to the units that sang their way to top honors at the Annual



Unit 15, Sioux Falls, S. Dak., produced three champion groups at Houston; the Sextette (above), Quartet and Trio.

Convention in Houston, Texas, some months ago. Always to be counted as a favored candidate for titles is **Unit 15, Sioux Falls, So. Dakota**, which won first place in Trio, Quartet, and Sextette at Houston. Breaking the Sioux Falls domi-



In Junior competition, Unit 93, Letcher, So. Dakota, won Quartet (above) and Trio.

nation was **Unit 69, of Mayville, Wis.**, which captured the Chorus title. For the first time in eight years or more, a Junior competition was held in Trio and Quartet singing. **Unit 93, Letcher, So. Dakota**, won both classes.



At Houston, Unit 69, Mayville, Wis., won the Auxiliary Chorus competition.

POSTS IN ACTION



PHOTO BY L. ZUMWALT

Bill Buckley honored in New York.

William F. Buckley, Jr., newspaper columnist and editor of the *National Review*, was given the Bill of Rights Defense Gold Medal and a Citation for Distinguished Public Service by **Wall Street Post 1217, New York, N.Y.** Buckley, who is also an author, lecturer and TV personality, received the annual award of the post at Federal Hall Nat'l Memorial, a Nat'l Historic Site, in New York City's Wall St. In the photo, l. to rt., are Post Cmdr Fred Priece, Past Cmdr Oliver Troster, chairman of the event, and Buckley. The Citation read, in part: "To William F. Buckley, a present day patriot and the country's most articulate advocate of Americanism. . . ." The Citation was presented by Past Post Cmdr James Cook, the Bill of Rights Defense Gold Medal by Post Cmdr Priece. The 29th Annual Ceremonies were co-sponsored by the New York City (American Revolution) Bicentennial Citizens Committee, the New York City Nat'l Shrines Associates, and the Bill of Rights Commemorative Society.

Post 1120, Lindenhurst, N.Y., gave four \$500 college scholarships: the Auxiliary sponsored Miss Gay Greene, who will attend the State Univ. at Geneseo; the Blue Hornets Legion Drum Corps sponsored Miss Bonnie Lynn Asbury (State Univ. Brockport); Post 1120 sponsored Johanna Fay Di Dio (University of Rochester) and Robert James Nigro (Univ. of Binghamton).

Post 185, Caldwell, N.J., presented 10

Bell & Howell tape recorders to Larry McLaughlin, president of Ward 6B, Spinal Cord Council, East Orange VA Hospital. With this gift all beds in Ward 6B are now equipped with tape recorders. Larry is a young Viet vet who suffered a broken neck; his movement of arms and legs is limited. He is interested in learning to speak Spanish and will utilize the recorder in that pursuit.

NEW POSTS

The American Legion has recently chartered the following new posts:

Gila Bend Post 22. Gila Bend, **Ariz.**; Whiteriver Post 60. Whiteriver, **Ariz.**; Gila River Post 84. Sacaton, **Ariz.**; Hesston Post 210. Hesston, **Kans.**; Croton Post 381. Croton, **Mich.**; Hendersonville Post 281. Hendersonville, **N.C.**; George S. Patton Post 29. Rio Piedras, **Puerto Rico**; Monte Carlo Post 146. Rio Piedras, **Puerto Rico**.

DEATHS

John F. Keenan, of Bayville, N.Y., Past Dep't Cmdr (1957-58), a long-time member of the Civil Defense Committee of the Nat'l Security Commission, and, at the time of his death, a vice chairman of the Foreign Relations Council of the Foreign Relations Commission. He was Director of Administration of the Family and Children's Court in New York City until his retirement in 1954. Earlier, he had been a probation officer in Magistrate's Court.

Joseph F. W. Morrison, 81, of Stuttgart, Ark., Past Dep't Cmdr (1924-25), Nat'l Executive Committeeman in 1920-21, and Alternate Nat'l Executive Committeeman in 1923-24 and 1946-47.

Parley E. Jensen, 73, of Ogden, Utah, Past Dep't Cmdr (1956-57) and Alternate Nat'l Executive Committeeman in 1958-67. (Continued on page 37)

COMRADES IN DISTRESS

Readers who can help these veterans are urged to do so. Usually a statement is needed in support of a VA claim.

Notices are run only at the request of American Legion Service Officers representing claimants, using Search For Witness Forms available only from State Legion Service Officers.

11th Airborne Div (Bihoro, Hokkaido, Japan, July 1946)—Need information from Logan (Kankakee, Ill.), Dedwylder (Quitman, Miss.), and any other comrades who recall that Garland E. Copeland hurt his back, sustained a rupture, and broke or damaged his pelvis (with complications) when a horse fell on him. Write to "CD105, American Legion Magazine, 1345 Ave. of the Americas, New York, N.Y. 10019."

Army 397th QM Trucking Co (Belgium 1944)—Need information from Lt. Evans, M/Sgt Randall, T-4s Lamb, Kelly and Anderson and any other comrades who recall that Louieco Mattison, Jr., suffered a seizure while installing a cam shaft and timing gear in a truck. Write "CD106, American Legion Magazine, 1345 Ave. of the Americas, New York, N.Y. 10019."

Rufus R. Rand, 79, of Minneapolis, Minn., Past Dep't Cmdr (1926-27), and the last surviving member of the Lafayette Escadrille. He served in WW1 and WW2, was a prominent civic and business leader in the Minneapolis area, and was formerly a regent of the Univ. of Minnesota and mayor of Wayzata, a suburb of Minneapolis.

OUTFIT REUNIONS

Reunion will be held in month indicated. For particulars write person whose address is given.

Notices accepted on official forms only. For form send stamped, addressed return envelope to O. R. Form, American Legion Magazine, 1345 Avenue of the Americas, New York, N.Y. 10019. Notices should be received at least five months before scheduled reunion. No written letter necessary to get form.

Earliest submission favored when volume of requests is too great to print all.

ARMY

3rd Arm'd Div.—(July) Paul Corrigan, 38 Exchange St., Lynn, Mass. 01901
 4th Arm'd Div.—(July) Samuel Schenker, Sr., 2440 Victoria Dr., Sharon, Pa. 16146
 6th Arm'd Div.—(July) Edward Reed, P.O. Box 492, Louisville, Ky. 40201
 12th Eng (WW1)—(May) John Rodgers, 607 Angenette Ave., Kirkwood, Mo. 63122
 15th Eng (WW1)—(April) John Towns, 981 Gladys Ave., Pittsburgh, Pa. 15216
 18th Eng (WW1)—(Jan.) Alan Williams, 1540 Avonrea Rd., San Marino, Calif. 91108
 20th Eng, 6th Bn (WW1)—(Feb.) H. F. Gustafson, 3427 Ave. C. Council Bluffs, Iowa 51501
 30th Div.—(July) Saul Solow, 43 Parkway Dr., Syosset, N.Y. 11791
 33rd Div.—(May) Robert Sullivan, 176 W. Adams St., Chicago, Ill. 60603
 63rd Div.—(July) Irvin Schlocker, 935 Princeton Ave., Philadelphia, Pa. 19111
 75th Div.—(July) John Eden, 1125 S. 47th Terrace, Kansas City, Kans. 66106
 89th Cml Mtr Bn.—(July) R. G. McLennand, 24 Kenwood Dr., Coraopolis, Pa. 15108
 97th Recon Tp Mech (WW2)—(June) Frank Ayers, P.O. Box 552, Macon, Mo. 63552
 104th Eng, Co A.—(June) Archibald Aronson, 125 Gates Ave., Montclair, N.J.
 106th Cav.—(June) Raymond McGee, 107 W. Franklin St., Urbana, Ill. 61801
 125th Field Art'y Bn.—(Feb.) Mel Monsaas, 215 W. Toledo St., Duluth, Minn. 55811
 138th Inf, Co D (WW1)—(April) Walter Martin, 2121 St. Clair Ave., Brentwood, Mo. 63144
 153rd Inf, Co K (WW2)—(July) Harold Owens, 909 S.E. 2nd St., Walnut Ridge, Ark. 72476
 155th MM Gun Det (Christmas Isl, Central Pacific, WW2)—(June) David Buente, 120 Arch Ave., Pittsburgh, Pa. 15202
 166th AAA Gun Bn, Bat C.—(July) Gerald Fager, 1423 N. Baltimore, Derby, Kans.
 202nd AAA AW Bn (WW2)—(July) H. T. Moreland, 21 Austin Ave., Asheville, N.C.
 236th Eng Combat Bn (WW2)—(July) Walter Nemore, Rt. 1, Gainesboro, Tenn. 38562
 285th Field Art'y Observ Bn.—(June) Raymond Rinehart, 117 N. Barbara St., Mount Joy, Pa.
 290th Eng Combat Bn.—(July) Clyde Kiker, 1800 S. Chapman St., Greensboro, N.C.
 291st Inf, Co K.—(July) John Stringos, 17 Fountain Ave., Somerville, Mass. 02145
 300th Eng Bn, (C) (June) Ernest Young, Rt. 2, Box 313, Austin, Texas 78704
 343rd Ord Depot Co.—(June) Reinie Wiederrich, 3161 N.E. 79th Ave., Portland, Ore.
 373rd Field Art'y Bn B.—(April) Sidney Warlick, 3913 Belcross Dr., Charlotte, N.C. 28205
 448th AAA AW Bn (WW2)—(June) Ike Kendall, Box 1, Rich Valley, Ind. 46973
 478th AAA Bn.—(July) Joseph Morell, 518 Center St., Rochester, Pa. 15074
 512th MP Bn.—(June) George Mustin, 642 Semmes St., Memphis, Tenn. 38111
 554th Motor Ambulance Co.—(Feb.) Leonard Woods, Box 235, Green Bay, Wis. 54305
 601st Ord Bn.—(Apr.) Sidney Michelson, 20 Tyler Ave., Apt. 406, Highland Park, Mich. 48203
 628th Tank Dest Bn (WW2)—(July) Tom Walker, West Middlesex, Pa. 16159
 695th APU.—(June) Rolland Jones, 109 S. Summit St., Flandreau, S. Dak. 57028
 726th AMTRAC Bn.—(July) Bob Priest, 2359 N. 23rd St., Lafayette, Ind. 47904
 732nd ROB.—(Jan. & July) Ralph Rogers, 6306 Shelbourne St., Philadelphia, Pa. 19111
 741st Tank Bn.—(July) Kenneth Powell, 707 W. 2nd St., Pittsburgh, Pa. 66762
 752nd Rwy Oper Bn, Co C.—(May) Eugene Glass, 110 Berwyn Ave., Buffalo, N.Y. 14215
 753rd Rwy Shop Bn.—(June) Ray Tittle, Rt. 1, Huron, Ohio 44839
 754th Tank Bn.—(July) Michael Stepien, 122 Churchill St., McKees Rocks, Pa. 15136

1051st Eng Port Constr & Repair Gp.—(July) Mrs. Concetta Seghi, 3440 Frazer Ave., N.W., Canton, Ohio 44709
 1906 Eng Avn Bn, H&S Co.—(July) Oliver Simonson, St. Libory, Neb. 68872
 Sons of Sherman's March to the Sea.—(Feb.) Stan Schirmacher, 1725 Farmers, Tempe, Ariz. 85281

NAVY

17th Seabees (WW2)—(June) Dr. Kent King, 103 Thayer Ave., Makato, Minn. 56001
 Edson's Raiders.—(Feb.) James Thomas, 141 E. 23rd St., Chester, Pa. 19013
 LST 999 (WW2)—(June) Nick Pratt, 2379 Wynona Dr., Marietta, Ga. 30060
 Marine Barracks (Balboa, Panama, C.Z. 1942-44)—(July) Hugh Smith, 29016 Dawson St., Garden City, Mich. 48135
 USS Bebas.—(June) Jack Wood, 209 E. Grove, Rantoul, Ill. 61866
 USS Chicago (WW1)—(April) J. B. Lancaster, 331 Greenwood Ave., Jenkintown, Pa. 19046
 USS Lexington (CV2)—(June) Walter Reed, 5410 Broadway, Oakland, Calif. 94618
 USS Louisville (CA28)—(July) Joe Exum, 1154 W. Main St., Stroudsburg, Pa. 18360
 USS Neal A. Scott (DE769) 1944-45.—(Jan.) Watson, 8102 NW 59th Pl., Fort Lauderdale, Fla. 33313
 USS New Orleans.—(July) John Eatherly, Rt. 2, Lebanon, Tenn. 37087
 USS Reid (DD369)—(July) Robert Sneed, 1537 N. 59th St., Milwaukee, Wis. 53208
 USS Vesuvius (AE15)—(July) James Miller, 304 E. 7th St., Rock Falls, Ill. 61071
 USS Vicksburg (CL36)—(June) Robert Rowen, Box 337, Springville, Iowa 52336

AIR

2nd Bomb Gp (WW2)—(July) Clyde Atkinson, 2028 Reeve St., Arlington, Texas 76010
 10th Ftr Sqdn (WW2)—(July) Walter Campbell, 2639 Colfax Ave., S., Minneapolis, Minn. 55408
 11th Radio Relay Sqdn.—(July) L. R. Parke, 5775 Berg Rd., Buffalo, N.Y. 14218
 20th AF & ALL WW2 Veterans (All Services)—(March & Sept.) Richard Keenan, 4465 MacArthur Blvd., Washington, D.C. 20007
 28th Air Logistic Sqdn, 28th Air Transport, & 28th MAC Airlift Sqdn.—(July) Morey Jeffrey, 67 N. 750 East, Kaysville, Utah 84037
 29th Air Serv Gp.—(July) Frank Pace, 315 W. 15th St., Dover, Ohio 44622
 90th Bomb Gp H (WW2)—(July) Loyde Adams, 1208 New Hampshire, Lincoln, Neb. 68508
 414th Aviation Sig Co.—(July) Harold Luck, W. 2922 Heroy Ave., Spokane, Wash. 99205
 586th Bomb Sqdn.—(July) James McHugh, 717 Lams Court, Mt. Prospect, Ill. 60056

MISCELLANEOUS

WW2 Veterans (All Services)—(March & Sept.) Richard Keenan, 4465 MacArthur Blvd., Washington, D.C. 20007

LIFE MEMBERSHIPS

The award of a life membership to a Legionnaire by his Post is a testimony by those who know him best that he has served The American Legion well.

Below are listed some of the previously unpublished life membership Post awards that have been reported to the editors. They are arranged by States or Departments.

Charles V. Singer and H. M. Burck (both 1971), Post 14, San Bernardino, Calif.
 Carl Doelter (1971), Post 41, Monterey, Calif.
 Alfred W. Butts and Howell H. Hough and Louis Schirm, Jr. (all 1971), Post 150, Burbank, Calif.
 Wayne Bowen (1961) and Alvin G. McDowell and Charlie D. Robinson (both 1971) and John A. Harman and Maynard E. Nordquist (both 1969), Post 152, Compton, Calif.
 Marcus M. Hirschhorn (1971), Post 156, Santa Monica, Calif.
 James P. Capetan and Haralampos Ganas and George Panos (all 1971), Post 285, Los Angeles, Calif.
 Arthur L. Daniels (1971), Post 337, Oakland, Calif.
 Pauline G. King (1971), Post 398, Inglewood, Calif.
 Joseph Cadell and Sam D. Fraser and Robert E. Earl (all 1972), Post 416, Encinitas, Calif.
 Cecil G. Davis and E. L. Huckins and Emil Ullman (all 1971), Post 469, Yucca Valley, Calif.
 Boyd N. Williams (1970), Post 601, San Francisco, Calif.
 Manuel L. Luz (1968) and Ariston Hernandez (1969) and Santos M. Sabio (1970) and Albert V. Suero (1971), Post 652, Salinas, Calif.
 Edward J. Reeves and Evan B. Costa (both 1971), Post 833, Long Beach, Calif.
 Robert W. Queen and Floyd H. Sloane and R. Wayne Smith (all 1971), Post 32, Longmont, Colo.
 Richard P. Raymond (1971), Post 12, Norwalk, Conn.

E. Forrest Ackley and George P. Brcault (both 1971), Post 19, Willimantic, Conn.

Michael Arango and George W. Mattox (both 1971), Post 1, Cuba (in exile).

Walter Grauel and Robert Fowler (both 1972), Post 270, Port Orange, Fla.

Gus A. Larkin and Dr. R. C. Peterson and Dr. Harry T. Phillips and W. H. Roberts and Bert Schroeder (all 1971), Post 13, Lewiston, Idaho.

Delbert E. Parrott (1969), Post 62, Bridgeport, Ill.

John T. Farmer and Harold Florsheim and Albert Pick, Jr. and Samuel R. Rosenthal (all 1971), Post 145, Highland Park, Ill.

Richard S. Flyte (1971), Post 243, Lemont, Ill.

Sam Vaughn and Clara Vick (both 1971), Post 347, Carterville, Ill.

Donald Walper (1971), Post 675, Oswego, Ill.

George Eisenstadt (1971), Post 827, Chicago, Ill.

Harry Adler and Michael Cozzi (both 1971), Post 844, Chicago, Ill.

Joseph Aronica and Julius Cismesia, Jr. and Edward J. Kouba, Jr. (all 1971), Post 1016, Berkeley, Ill.

Philip Titus (1971), Post 10, Marion, Ind.

Eugene C. Savio (1971) and Paul Pendry and Walter Rodgers and Kenneth Webster (all 1966), Post 227, Dunkirk, Ind.

Jack E. Sweet (1969) and Allen J. Girardot (1970), Post 330, New Haven, Ind.

Joseph L. Schaub (year not given), Post 53, Grinnell, Iowa.

Chris J. Kramme (1970) and Robert J. O'Connor and Frank B. Ulish (both 1971), Post 130, Fort Dodge, Iowa.

Gene K. Foster (1971), Post 182, Eldora, Iowa.

James B. Reeder (1971), Post 14, Shreveport, La.

Robert E. Blaisdell (1971), Post 2, Augusta, Me.

Thomas C. Foley (1971), Post 17, Portland, Me.

William M. Burnell and Rufus C. Randall (both 1971), Post 128, Standish, Me.

William T. Barrans and John L. Hogarth and Kenneth Marshall and Carl B. Perry (all 1971), Post 22, Towson, Md.

Arthur P. Dawson and Melvin T. Saffield (both 1971) and Edward T. Scanlon (1970) and James Zeman (1971), Post 40, Glen Burnie, Md.

George J. Somers and Thomas F. Murphy (both 1970) and J. Earle Brown (1969) and John W. O'Brien and Katherine K. Anderson, (years unknown), Post 60, Laurel, Md.

Julius J. Feighenne (1971), Post 131, Colmar Manor, Md.

J. Winter Murray (1969) and John A. Whittington (1971), Post 222, Clear Spring, Md.

Ernest T. Deveau (1971), Post 380, Quincy, Mass.

Everett R. Mills (1969), Post 128, Mattapan, Mass.

Robert H. Chittick, Jr. and Charles Grant and Donald P. Greeley and Henry C. Jackson, Sr. (all 1971), Post 194, Hamilton, Mass.

James P. McManus and Jeffrey L. Moulton and Benjamin R. Sullivan and Lewis J. Carey and Alexander D. Coyne (all 1971), Post 196, Boston, Mass.

Richard Bruso (1971), Post 279, Auburn, Mass.

John C. Gibson (1971), Post 375, Lawrence, Mass.

Joseph Wisniewski (1971), Post 452, Chicopee, Mass.

Ralph E. Close (1971), Post 18, Bay City, Mich.

Frank A. Stobbe (1971), Post 173, Dearborn, Mich.

Irl Culver and Blaine Hill and Lew Loveland, Sr. and Leslie Whiteman and Frank Wild (all 1971), Post 174, Lawrence, Mich.

John J. Roethel (1971), Post 190, Detroit, Mich.

G. W. R. Baldwin and Charles Ehiert and William Lawrenz and Gus Spitzer (all 1971), Post 331, Bridgman, Mich.

(Continued on page 38)



Post 152, Whitesburg, Ky., held a special meeting for a memorable purpose—the members burned their post home mortgage. James Bates, Post Cmdr, stands ready to strike the match, and Woodrow Bates, Vice Cmdr, holds the document.



PHOTO BY AL THOMAS

Dawson Brown, Post 314, Lehigh, Pa., presents American flag shoulder patches to members of Lehigh H.S. football team. Coach Jim Wentz is at right. The patches will be worn this season by the team. Similar presentations will be made to other varsity teams at the school.

George H. Memieux (1971), Post 342, Flint, Mich.

Henry A. Jorde (1971), Post 94, Rushford, Minn.

Oscar Warwick and James J. Dejmeck (both 1971), Post 203, St. Paul, Minn.

Herb E. Hanson and Cecil P. Simmons and Conrad Steen and Jack Wiecks (all 1971), Post 267, Walnut Grove, Minn.

Roy Slagerman (1968), Post 304, Gonvick, Minn.

George P. Lysaker and Walter A. Olson (1971), Post 431, Twin Valley, Minn.

Frank Leier (1971), Post 474, St. Paul, Minn.

Orrin L. Austin and Jack C. Thornhill (both 1970) and Maurice A. Wheldon, Sr. (1971), Post 1, Jackson, Miss.

William A. Bezold and Herbert F. Meyer and Benjamin A. Pottebaum and E. L. Spencer and Fritz S. Theissen (all 1971), Post 147, Rhineland, Mo.

Hobart Mueller and Robert C. Rudloff (both 1971), Post 253, Festus, Mo.

Mike Watskey and Willard Munyon and O. H. O'Connor and James H. Slaughter and J. M. Walters (all 1971), Post 264, Marceline, Mo.

Stanley Collins (1963) and William K. Burris, Sr. (1971), Post 71, Fromberg, Mont.

Patrick Reardon (1971), Post 83, Lincoln, N.H.

George W. Ebbe and Sylvester Zittelli and Edward Williamson and Ernie Allen and Veral Allen (all 1971), Post 30, Harrington Park, N.J.

Alex Murray, Jr. (1970) and William H. Gerber and J. Floyd Roome and Ernest Stainton (all 1971), Post 121, Little Falls, N.J.

Edward J. Bechiel and J. E. Henry Metz (both 1971), Post 142, Maywood, N.J.

Joseph Martin and Micalo Minalgo and George Nicol and Nicholas Raimondi and Oliver Rogers (all 1970), Post 177, Old Bridge, N.J.

Rienk R. Kay (1971) and Charles A. Lenge,

Sr. (1968) and Anthony Wagner (1969), Post 240, Passaic County, N.J.

John Clifford Hennessey (1971), Post 348, Brick Town, N.J.

Henry J. Melville (1971), Post 369, Oakland, N.J.

Nicole Castelli and Michael Chiusano and James J. Cochran and Peter Danzilo, Sr. and Joseph DeAndrea (all 1971), Post 14, Brooklyn, N.Y.

Arthur R. Wasson (1971), Post 34, Shortsville, N.Y.

John S. Shourds and Albert C. Smith (both 1969), Post 35, Albion, N.Y.

Rocco Pasquarelli (1971), Post 101, Westbury, N.Y.

Percy J. McCann (1971), Post 178, Millerton, N.Y.

Wilbur B. Rahn and Kenneth Palmer and Charles Burr (1971), Post 189, Norwich, N.Y.

Frank Fink (1970) and William Boyd and George Dumrauf and Ray Waldron (all 1971), Post 291, Greenville, N.Y.

Neal Boardman and Leo Bort, Sr. and Daniel Cole and Douglass Crutchley and William A. DeLong (all 1967), Post 418, Phoenix, N.Y.

Myron Kamm and Earl Moorehouse and Clarence F. Paye and Raymond Reinhardt and Ralph Roberts (all 1971), Post 506, Ossining, N.Y.

Harry E. Craig and Edward Hadfield and Albert G. Held and William J. Hillyard and George H. Lyon (all 1971), Post 603, Rochester, N.Y.

Anton Krasnak and Milton E. Haas and William C. Brown, Jr. (all 1971), Post 651, Sayville, N.Y.

Horace Gibbs and J. Fletcher Gillinder and Warren C. Hathaway and Thomas J. Hoppey and Cecil W. Karr (all 1972), Post 685, Port Jervis, N.Y.

Charles J. Merwin and Henry Muller and Clarence Rikard (all 1968), Post 686, Grand Gorge, N.Y.

Michael J. Sauchelli (1971), Post 690, New York, N.Y.

Glen Fufts, Sr. and Robert P. Grant and Stanley Hungerford and George Hutchinson and Royal LaLonde, Sr. (all 1971), Post 821, Clayton, N.Y.

Thomas H. Exton Jones (1971), Post 929, Moriches, N.Y.

Hugh F. Roden (1971), Post 980, Queens Village, N.Y.

Thomas J. Isenberg (1971), Post 1110, New York, N.Y.

Clifford L. Palmer and Benjamin S. Pearsall and Jackson O. Roberts and Maynard H. Smith and James J. Tommaney (all 1970), Post 1231, Clinton Heights, N.Y.

Harold W. Lindsay (1971), Post 1266, Wurtsboro, N.Y.

Joseph Finegan (1964) and Lawrence Flanagan and Ernest Portner and Charles B. Duell (all 1966), Post 1309, Taberg, N.Y.

Thomas G. Mugavin (1971), Post 1363, Eldred, N.Y.

Howard Dahlberg and Richard DeNeering and Jacob Van Kouwenberg and Herbert Bedette and Raymond East (1970), Post 1430, Marion, N.Y.

Charles A. Jones (1971), Post 1488, Hempstead, N.Y.

David L. Roberts (1970), Post 1582, Canaseraga, N.Y.

Edward J. Barth and George Pfannschmidt (both 1971), Post 1738, West Islip, N.Y.

Dr. J. S. Lewis and William W. McComb and John F. Miller, Jr., and W. B. Miller and Bailey Patrick (all 1970), Post 48, Hickory, N.C.

John B. Long (1971), Post 413, Landis, N.C.

Earl E. HardCastle and Carl J. Hartman and George H. Hite and J. J. Hoodlett, M.D. and Virgil Haynes (all 1970), Post 11, Lancaster, Ohio.

John A. Engel and Fred Krahenbuhl (1971), Post 138, Hamilton, Ohio.

Lowell Gladden and Jeffrey J. Groves and Staley W. Hart and Earl Hought and Allen Kemp (all 1971), Post 312, Belmont, Ohio.

Leonard P. Kohn (1971), Post 421, Fairview Park, Ohio.

Thomas W. McCaw (1969) and James E. Harlow (1970) and Paul Raymond Fisher and Sanford W. Green (both 1971), Post 491, Denison, Ohio.

Claire L. Bailey and Vincent J. Kwapich and Frank A. Mahr and Edward G. Miller and George J. Norcross (all 1971), Post 512, Toledo, Ohio.

Walter A. Campbell and Thomas C. Downes and Herman E. Reimink (all 1971), Post 35, Oklahoma City, Okla.

Glen H. Howe (1971), Post 98, Portland, Ore.

Mary Louisa Miles (1971), Post 137, Portland, Ore.

Gerald R. Gower (1970) and Peter Slustrop (1969), Post 168, Cannon Beach, Ore.

Edwin C. Clay and Edward A. Gerlach and Francis P. Gray and David S. Kluxen and Francis C. McColgan (all 1971), Post 10, Fort Washington, Pa.

Isadore Shapiro (1971), Post 37, Philadelphia, Pa.

John T. Smith (1969) and Edward Mingle, Jr. (1970) and John F. Stay (1971), Post 211, Philadelphia, Pa.

George Beck (1971), Post 220, Grove City, Pa.

George L. Solt and William F. Stiecher and Harry H. Straub and William H. Strauch and Mason Wagner (all 1970), Post 286, Cressona, Pa.

French A. Madden and Walter W. Mander and James H. Patterson and Harold Pilgrim, Sr. and Charles W. Polk (all 1971), Post 292, Philadelphia, Pa.

Raymond Schoch and Frank Worthington and Lester Houck (all 1971) and Charles Henderson and John I. Correll (both 1969), Post 378, Bangor, Pa.

Andrew Franckowiak and Walter S. Godek and John S. Mazurek (all 1971), Post 929, Reading, Pa.

Godofredo P. Nerie and Enrique L. Saavedra (both 1971), Post 28, Manila, P.I.

Allan Hunt (1969), Post 56, Providence, R.I.

Dan Schumack (1972) and Wayne C. Schuehardt (1970) and Harry J. Sears and Andrew Steiger and Harold Weissner (all 1972), Post 78, Leola, S. Dak.

Reuben S. Carter and George R. Darling (1971), Post 126, Knoxville, Tenn.

Felix Harris (1970), Post 360, Houston, Texas.

Angus McDonald and Lyle McDonald and William Sorensen and Harry Thorsen and Conway Wilkes (all 1971), Post 36, Salina, Utah.

Louis Colvin (1971), Post 69, Arlington, Vt.

Homer Locke and John Murphy and Daniel O'Dowd and Horace Oviatt and Fred Tanguay (all 1971), Post 80, Island Pond, Vt.

F. L. Forlines and S. W. Grovitt and T. W. Greer and R. W. Gunn and H. H. Heath (all 1971), Post 8, South Boston, Va.

Ed J. Aaron and C. W. Anderson and Burnett A. Britt and H. G. Carson and L. W. Chenuault (all 1972), Post 93, Buchanan, Va.

James E. Cumber (1971), Post 141, Richmond, Va.

Gordon E. Johnson and Jesse Fleenor (both 1971), Post 162, Lorton, Va.

Frank Dodson (1969), Post 176, Springfield, Va.

A. B. Cloe and Louis Menne (both 1971), Stafford, Va.

Gordon E. Stowe (1970) and Anthony H. Forrester and Lewis E. Kine and George H. Throop (all 1971), Post 202, Tacoma, Wash.

Lewis L. Todd (1971), Post 232, Federal Way, Wash.

Lawrence L. Ware, Sr. (1971), Post 58, Montgomery, W. Va.

Joseph S. Piechowski (1971), Post 2, Milwaukee, Wis.

Albert H. Gipp and Elmer J. Graf and Frank Kambeck and Ed. A. Krueger and Rueben K. Monroe (all 1971), Post 217, Bonduel, Wis.

Life Memberships are accepted for publication only on an official form, which we provide. Reports received only from Commander, Adjutant or Finance Officer of Post which awarded the life membership.

They may get form by sending stamped, self-addressed return envelope to: "L.M. Form, American Legion Magazine, 1345 Avenue of the Americas, New York, N.Y." 10019.

On a corner of the return envelope write the number of names you wish to report. No written letter necessary to get forms.

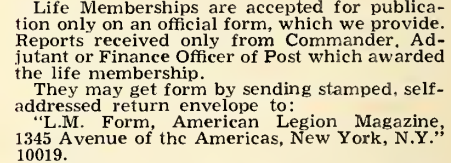


PHOTO BY WALTER KRAUS

Thomas Gallagher, left, then commander, Post 316, Summit Hill, Pa., presents to Perry Shelton, 1st VC, keys to new ambulance, gift to community from post and unit. The \$13,690 1971 model replaces an 11-year-old ambulance, has three litters and a steel litter, and oxygen tanks.

American Legion Life Insurance Month Ending Sept. 30, 1971

| | |
|--|--------------|
| Benefits paid Jan. 1-Sept. 30, 1971 | \$ 1,434,385 |
| Benefits paid since April 1958 | 11,255,261 |
| Basic Units in force (number) | 120,228 |
| New Applications approved since Jan. 1, 1971 | 14,202 |
| New Applications rejected | 6,240 |

American Legion Life Insurance is an official program of The American Legion, adopted by the National Executive Committee, 1958. It is decreasing term insurance, issued on application to paid-up members of The American Legion subject to approval based on health and employment statement. Death benefits range from \$46,000 (four full units up through age 29) in decreasing steps with age to termination of insurance at end of year in which 75th birthday occurs. Quoted benefits include 15% "bonus" in excess of contract amount. For calendar year 1971 the 15% "across the board" increase in benefits will continue to all participants in the group insurance plan. Available up to four full units at a flat rate of \$24 per unit a year on a calendar year basis, pro-rated during the first year at \$2 a month per unit for insurance approved after January 1. Underwritten by two commercial life insurance companies, the Occidental Life Insurance Co. of California and United States Life Insurance Co. in the City of New York. American Legion Insurance Trust Fund is managed by trustees operating under the laws of Missouri. No other insurance may use the full words "American Legion." Administered by The American Legion Insurance Division, P.O. Box 5609, Chicago, Illinois 60680, to which write for more details.



ADVANCED NEW
**JIFFY JET
FLAME GUN**
Instantly delivers a jet of
flame with safe, pinpoint
accuracy!

JIFFY-JET takes the work and worry out of the toughest winter clean-up! Safe, sure, powerful flame melts ice and snow so easily and effortlessly—it'll do your heart good! Lightweight (less than 3 lbs. when loaded with a full propane cylinder), yet so effective . . . It does a real heavy-duty job! Clears walks and driveways and even the heaviest drifts so fast and so thoroughly—you may never have to lift a snow shovel again!

Fine-Tuning Adjust-A-Flame Valve
Adjusts for All Sorts of Uses!

Turn the valve fully open . . . and JIFFY-JET instantly produces a powerful jet of flame. Or turn the valve nearly shut . . . and tune the flame down to a thin wisp. So you can handle all sorts of jobs. Clear a wide path through snow or ice. Or remove old paint and putty from hard-to-reach corners and "frozen" window frames. Or clear clogged-up gutters of ice or old leaves. Or thaw frozen pipes. Or get thick fireplace logs to catch without kindling. Long barrel lets you do any job from floor to ceiling without bending or stretching.

And JIFFY-JET runs for up to 12 hours on a single standard cylinder of propane gas—available at just about any hardware, paint, or department store!

You'll find even more uses for your JIFFY-JET, come summer! For edging walks and paths. Or burning out weeds and grass from between patio flagstone and bricks . . . or in cracks in walks or driveways. Or getting rid of insect nests—even inhabited ones—safely . . . at a distance! Or lighting barbecue charcoal . . . or campfires. Or keeping flower beds edged more neatly and precisely than ever before! JIFFY-JET—once you get it . . . you'll never want to do without it again. And you won't need to—thanks to our unconditional free replacement guarantee!

SPECIAL
INTRODUCTORY
PRICE ONLY
\$7⁹⁹

**JIFFY-JET UNCONDITIONAL
FREE REPLACEMENT
GUARANTEE!**

If you should ever damage your JIFFY-JET—no matter how—return it to the factory, together with \$1.00 to cover the cost of shipping and handling . . . and we'll either return yours to you in perfect operating condition, or send you a new one as a replacement.

Foreign-Made Guns! Check Facts and Figures—and See for Yourself!
A Miracle of American Engineering Achievement! Out-Performs Costly

| JIFFY-JET | MODEL X | MODEL Y | MODEL Z |
|---|----------------|---|---|
| Made in U.S.A., with standard, in-stock replacement parts. | Made in U.S.A. | Kerosene, Rod-Type Gun Made in Japan or England. | Heavyweight Heavy Duty British-Made Kerosene Burner |
| Weights less than 3 lbs. fully loaded. Actually grows lighter in your hand as you use it! Uses propane gas in pre-loaded cylinders. Cylinder screws directly onto gun—ready to use! No pouring, no spills! | Same | Weights nearly 5 lbs. Uses liquid kerosene. Tank must be filled with funnel. Danger of spills! | Weights about 20 lbs. Uses liquid kerosene. Funnel-filling of tank required, with danger of spills and smells! |
| Just turn valve and light with match. Instant ignition—ready for action! | Same | Must pump to build up pressure, saturate cap or wick to heat coils, then wait 3 or 4 minutes for coils to glow, turn valve, release kerosene to be ignited when it hits glowing coil. | Must pump to build up pressure, saturate cap or wick to heat coils, then wait 3 or 4 minutes for coils to glow, turn valve, release kerosene to be ignited when it hits glowing coil. |
| Burns about twice as hot as kerosene. Flame is clean and residueless—practical for use both indoors and outdoors | Same | Must keep pumping to maintain pressure. Flame deposits black residue on gun and cleared area. Not recommended for indoor use. | Constant pumping required to maintain pressure. Kerosene flame deposits black residue on burner and cleared area. Not recommended for indoor use. |
| Costs only \$7.99 | Costs \$9.98 | Japanese model costs \$14.95 English model costs \$24.95 | Costs \$40.00 |

MONEY BACK GUARANTEE!
MAIL NO RISK COUPON NOW!

SPENCER GIFTS
852 Spencer Bldg., Atlantic City, N.J. 08404

Yes, please rush me (S-49577) _____ Jiffy-Jet Propane Flame Gun(s) (S-49577) @ \$7.99 plus 75c each for shipping and handling. If not delighted, I may return my order within 10 days for prompt refund.

☐ Check or ☐ money order enclosed for total: \$ _____
New Jersey residents add 5% sales tax.

Name (Please print) _____

Address _____

City _____

State _____ Zip _____

☐ **SAVE!** Order TWO Jiffy-Jet Flame Guns for only \$15.98. We pay all shipping and handling charges. (You save \$1.50.) You'll find an extra Jiffy-Jet very useful around the house. Your wife can use it, so you get the work done in ½ the time. Or keep the extra in your car trunk. It will free you in a jiffy, should you get stuck in snow or on ice.

© 1971 Spencer Gifts, Inc.

THE "CRIME" OF IGNORANCE

Ignorance is a "crime" when it becomes a handicap to success. In today's society it pays to know the "rules" . . . the law. The Blackstone School offers a program of reading assignments, for adults who have completed formal schooling; especially designed for people who expect to accumulate property, lead in business or community life.

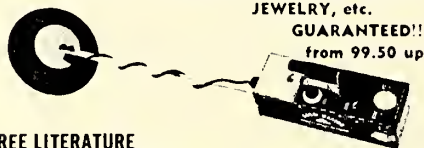
NOT A CORRESPONDENCE COURSE

Program may be scheduled to your interests and time covering any or all law subjects. **FREE BOOKLET**, "The People vs. You" mailed on request. No salesman will call.

BLACKSTONE SCHOOL OF LAW Dept. 91
307 N. Michigan Avenue, Chicago, Illinois 60601

WHITE'S is #1 CHOICE

with over 25 models of Metal Detectors to select from! Detects **GOLD—SILVER—COPPER**
NUGGETS—COINS—RINGS—JEWELRY, etc.



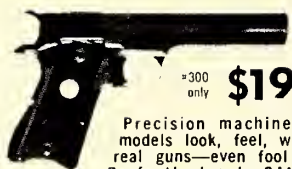
GUARANTEED!!
from 99.50 up

FREE LITERATURE

WHITE'S ELECTRONICS, INC.

1011 Pleasant Valley Rd., Rm. 502, Sweet Home, Ore. 97386

COUNTERFEIT GUNS DISASSEMBLE LIKE ORIGINALS



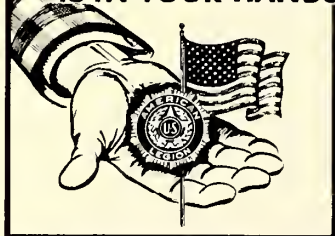
"300
only" **\$19**

Precision machined metal models look, feel, weigh like real guns—even fool experts. Perfectly legal—CANNOT be fired. Great for decorating den, office, rec. room. Send for color brochure of 28 models of famous historical to modern military firearms. Dealer inquiries welcome.

REPLICA MODELS, Inc.

Dept. AL-12, 610 Franklin Street
Alexandria, Virginia 22314

REACH OUT AMERICA'S FUTURE IS IN YOUR HANDS



HYDRAULIC JACK REPAIRS

Earn While You Learn In Your Spare Time

Trained and qualified mechanics needed NOW to service inoperative hydraulic jacks. BIG opportunity for ambitious men. We show you HOW—in your basement or garage to earn spare time cash in an expanding industry. Don't wait, ACT NOW! Get the facts.

Write for folder No. A-12 and free bonus offer.

Hydraulic Jack Repair Manual Co., Inc.
P. O. BOX 3 • STATEN ISLAND, N. Y. 10314

BASEMENT TOILET

FLUSHES UP

to sewer or septic tank
no digging up floors.

WRITE . . . McPHERSON, INC.

BOX 15133 TAMPA, FLA. 33614



PERSONAL

TRAVELERS ALERT! HOME INSURANCE OPTIONS. NOTABLE NEWS ITEM.

If you take a winter vacation this year, you can—as usual—choose from a supermarket of plans, packages, rates, hotels and carriers to suit your pocketbook. But this year several new angles are worth remembering:

Money: The world's currencies are topsy-turvy. Fluctuations in exchange rates are a daily routine, and the overseas traveler is sure to take losses of varying dimensions no matter which currency he is using. So consider prepaying as much of your trip as possible; use well-known credit cards wherever they are accepted; avoid exchanging money at stores, restaurants or even hotels; don't exchange on weekends when gouging is especially rampant, and beware of shops that offer seemingly attractive rates—they probably jacked their prices up to compensate for the break you think you're getting.

Drugs: The government is becoming alarmed over the growing number of our young people who are arrested and jailed in other nations on drug charges. Contrary to what the youngsters think, **penalties in foreign nations can be very stiff.** In Mexico, for instance, possession of drugs draws two to nine years, a fine, and six to 12 months of pretrial confinement; in Canada, up to seven years; in Italy, three to eight years. Moreover, in many countries the dope peddlers turn out to be police informers. U.S. embassies can do little to help anyone who gets trapped, because a traveler is subject to the laws of the country he is visiting.

Surcharge: Remember that if you bring back over \$100 worth of merchandise from outside the United States (with minor exceptions), you now not only pay a duty, but also a 10% surcharge on the excess.

★ ★ ★

As pointed out in this column recently, the replacement costs of homes and personal property have risen so steeply in the last decade (about 80% for dwellings and over 100% for personal property) that it's wise to check whether you're insured adequately. Here are some additional points on homeowner's (fire-theft-liability) insurance:

1) If you insure your dwelling for 80% to 100% of its value, you get out of the "co-insurance" class (explained below) and can have superior protection under one of two options:

- **Replacement-value option:** On a house that would cost \$100,000 to replace, you would insure in the \$80,000-\$100,000 range, giving you \$40,000-\$50,000 on contents and personal possessions. If a fire caused \$20,000 damage to the structure, you would get \$20,000 plus the depreciated value of any contents that were damaged. The maximum payout under this option would be \$150,000 if you were insured 100% and \$120,000 if you were insured 80%—plus an allowance for temporarily living elsewhere.

- **Actual cash (depreciated) value option:** Suppose you figure the cash value of the house above would be \$80,000 at the time of loss. Now you might insure in a range of \$64,000 to \$80,000 (giving you \$32,000 to \$40,000 on contents and personal property). On partial losses you would collect on a depreciated basis all around. On a complete loss the maximum payout would be \$120,000 at full coverage and \$96,000 at 80%.

2) If you insure for less than 80%, you are "co-insuring"—that is, assuming major risks on your own. Suppose you had insured the house in this example for a mere \$50,000. On a wipeout, the maximum you would get is \$75,000. On partial losses, payment is figured via a ratio (amount of insurance carried over amount required).

★ ★ ★

Current development worth noting:

- **Energy situation:** Unlike last winter, when it was touch-and-go all the way, the supply of heating fuels this winter is pretty good. Oil is in ample supply. Ditto coal (although you have to keep your fingers crossed on sporadic strikes). Natural gas is the only fuel that could develop shortages here and there.

By Edgar A. Grunwald

THE TERRIBLE CONDITION OF AMERICA'S FREIGHT RAILROADS

(Continued from page 9)

In addition, the railroads developed a special type of train—the "unit train"—to increase efficiency when they shipped coal to electric utilities. Unit trains make no stops before the final destination. There's no shuffling of cars, no waiting at sidings. On express routes, unit trains can make as many as 150 round trips a year, compared to 18 by conventional trains.

THE SOUTHERN RAILWAY invented the "Big John" hopper car. One man can fill it to its 98-ton capacity in ten minutes, or unload it in seven minutes. It enabled the Southern to cut rates and recapture some profitable traffic in grain transport from barges and trucks.

Other railroads, using other types of improved cars, also cut rates in the late 1950's and early 1960's, in an effort to compete more effectively. They also worked hard to make sure that the average freight car carried more, traveled farther each day, and spent less time idle than in past years.

To help them do this, they developed computerized ways of keeping track of freight cars. One of these methods is ACI, for Automatic Car Identification. ACI trackside sensors read the numbers

on freight cars and send them back to railroad headquarters. A sister system is called TRAIN, for TeleRail Automated Information Network. It links the computers of some 64 major railroads, reporting 85% of the 175,000 daily freight car interchange movements within 72 hours.

To try to assure themselves of enough cash to keep the rails and rolling stock in good condition, many rail lines merged during the 1950's and 1960's. The idea was to centralize, reduce duplication, cut costs—and raise profits.

By the late 1960's, it was obvious that these measures—heroic though they might have been—were not succeeding. If anything, the railroads were going downhill faster than they had been.

Piggybacking reached a peak, then stopped. The "Big John" hopper cars had helped, but further advances were unlikely. Freight car utilization had gone up 50% in a decade, and here was little room for further improvement. Some mergers had helped, but others, like the merger of the Pennsylvania Railroad and the New York Central—had been unmitigated disasters.

Operation bootstrap failed.

When it became obvious that the rail-

roads were unable to solve their own problems, legislators and bureaucrats began to look toward other, less conventional solutions.

Probably the most discussed of these was nationalization.

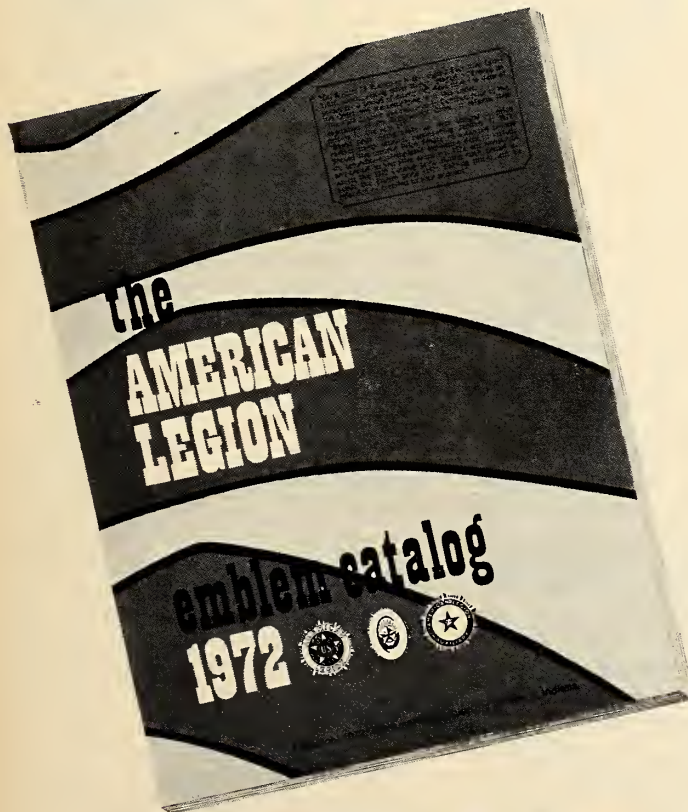
AT FIRST GLANCE, there seem to be many advantages to having the government buy the railroads, put the rail and rolling stock into tiptop condition, and run them on a unified, logical basis. There could be considerable savings from centralized operations, no need for profits, no running out of the cash necessary to maintain the lines and improve them, money available for wage demands—or so you'd think.

Naturally, the railroad management and owners don't want nationalization. They're still convinced there's a profit to be made hauling freight by train. Their rebuttal to the arguments for nationalization is earnest—and pretty convincing.

They note that the United States would have to lay out somewhere between \$28 billion and \$60 billion just to buy the current plant at fair market value. That money would have to come from the taxpayers, one way or another.

Then, the government would own an

(Continued on page 42)



Cut Out & Mail Today

For new FREE Emblem Catalog . . .

FREE

1972

EMBLEM CATALOG

A free copy of the new Emblem Catalog is waiting on your request.

SEND FOR YOUR COPY TODAY!

Catalogs Will Be Mailed
After January 1, 1972.

National Emblem Sales
THE AMERICAN LEGION
P.O. Box 1055, Indianapolis, Indiana 46206

Rush me my FREE copy of the new 1972 emblem Catalog

NAME _____

ADDRESS _____

STATE _____ ZIP _____

THE TERRIBLE CONDITION OF AMERICA'S FREIGHT RAILROADS

(Continued from page 41)

ill-maintained and rather dilapidated mess, which would need, according to the railroads' own figures, some \$36 billion in the next ten years for repair and modernization. This, too, would be paid for by you and me.

If this were any guarantee that the railroads would be able to haul freight as efficiently as the national interest demands—indefinitely and without huge deficits—it might be worth it.

Unfortunately, this seems unlikely—no matter how many taxpayers' billions the government might invest in the railroads.

THE RECORD of governments in running businesses is hardly encouraging. The incentives of politics and bureaucracy are often irrelevant to the function of a business. Efficiency bogs down. Costs soar. Accountability may be corrupted by political devices. Careerists are attracted to entrench themselves in key positions on a political rather than a performance basis. Paperwork empires grow. Poor performance or waste are covered up by inputs from the public treasury. Needed changes become impossible or are interminably delayed. An absolute monopoly is created which locks out the ingenuity of possible competitors.

The cumulative history of the U.S. Post Office is hardly an ad for the nationalization of anything. Yet, where the service is nationally essential, conditions which prevent private efforts from succeeding must lead either to altering those conditions or to nationalization.

Fact is, wherever railroads have been nationalized—Germany, Japan, Great Britain, France, and, of course, the communist nations—there have been serious problems. Service has been good enough, on the whole, but the railroads have run up huge deficits, year after year. Most of them have had yearly losses averaging 20% of their income. A similar deficit by American railroads would amount to more than \$2 billion a year—again from taxpayers' pockets, if the railroads were nationalized.

Charles D. Baker, assistant secretary of the Department of Transportation, points out that nationalized railroads do not work. "In West Germany," he says, "they have had to levy a tax on truck freight in order to get money to put into their rail system. The Southern pays almost three times the wages of British Rail and carries more freight. Yet British Rail's freight charges are higher than the Southern's."

"The cost of acquiring the railroads," Baker goes on, "is the smallest part of the problem. What about loss of tax revenues, the loss of real estate tax?"

These arguments, strong as they are, might be enough to prevent railroad nationalization. But one other fact seems the clincher. The railroads, working with the trucking industry and the barge industry, have come up with a unified plan for surface transportation in the United States that promises to put the entire transportation industry on a firm, profitable footing. In short, all the major haulers now prefer changing the conditions that obstruct private success to nationalization of the railways.

This brings us back to the Hartke-

that a more natural distribution of the business has something in it for everyone.

The Hartke-Adams Bill is designed to help insure the survival and continuing improvement of all surface transportation modes. The main benefactor of the bill, of course, will be the railroads, now the "sick man" of the transportation industry.

Part of the bill is planned to allow all the carriers to improve and expand their equipment and facilities without being forced to borrow at unreasonable or prohibitive rates. It would establish a government corporation that would be



"I've noticed another problem with all this air pollution—snow seems to weigh more than it did a few years ago."

THE AMERICAN LEGION MAGAZINE

Adams Bill—or the Surface Transportation Act of 1971, a bill sponsored by Sen. Vance Hartke (Ind.) and Rep. Brock Adams (Wash.), and put together with the help and approval not only of the American Railroad Association, but also the American Trucking Associations and the Water Transport Association.

The truckers and the barge lines, of course, see that nationalization of the railroads would swing the whole pendulum of government favor away from them and back to the rails. Their long-standing position of privilege would change overnight to their being in competition with the government, with the rails switching from least favored to most favored. They'd prefer free competition with healthy private railroads to that, even if it meant giving up some of their accustomed advantages. At the same time, their joint plan proposes to share the business more naturally and less artificially. The desire of the railroads to surrender their weak branch line traffic to trucking exemplifies the fact

able to lend railroads and other carriers up to a total of \$5 billion, in actual loans or loan guarantees. The loans would be repaid, with interest, over a 15-year period. (The inability to borrow at favorable rates has been one of the major stumbling blocks to railway improvement.)

This money, the railroads are convinced, would be enough, combined with their own resources, for them to embark on a modernization and improvement program totalling \$36 billion over the next ten years. They say it would overcome past deficiencies and keep pace with present and future needs. All overage locomotives and freight cars could be replaced, the rail replacement rate could be tripled, and the tie replacement rate could be doubled.

The Hartke-Adams Bill also seeks to assure surface carriers a reasonable opportunity to earn reasonable profits. (Lack of this is what has made it so hard to borrow privately.) It would let all the carriers adjust rates quickly, accord-

ing to market fluctuations. But it also would protect shippers and consumers, since the ICC would retain authority to reject rates that were clearly out of line.

The bill would forbid local governments to tax transportation companies at discriminatory rates. It would try to equalize competition by regulating truck rates in ways more like the regulation of rail rates. Barges would have to make public their now secret rates for dry bulk shipments, to give rails and trucks a chance to bid against them.

Railways could abandon track that is a losing proposition by notifying the ICC 45 days in advance. On its own initiative, or on complaint of a customer, the ICC could hold that up for six months. Then it would take effect unless the ICC found (a) that it was against public policy and (b) that the railroad could get back at least its operating costs. Thus, in less

empties, and lease the cars to the roads. They think it can be done at no long-term public cost, and are willing to put up the first \$10 million to \$30 million.

The proposed agency might invest more initially to help build a new fleet of rolling stock, and get its money and operating costs back in rental charges to the railways. Today, the ownership and movement of freight rolling stock is a madhouse, with various roads owning cars that they don't see from one year's end to the next, and with empties tending to build up in the East while they're needed in the West.

Beyond that, they'd like the government to put a lot more of its research and development effort into developing railroad innovations—as it does in other fields of public interest, including air, water and highway transportation.

THE RAILWAYS are a little sensitive about being branded as old fogies when it was the government and not their rivals that developed jet planes, modern highway designs and improved waterways and airports. They have lacked the means, and often the permission, to be innovative themselves. Railroading gets about 4% of government transportation research funds, nearly all of it for high-speed passenger transportation.

The railroads point out that a train can move a ton of freight with only one-fifth the fuel, one-sixth the accidents and one-tenth the land required for truck transportation. Meanwhile, there's plenty of business in their own spheres for trucks and barges, and there's more freight business in the years ahead than trucks, barges and railroads, as now constituted, seem able to measure up to.

Railroading, the lines say, can contribute greatly to pollution control and may well be more adaptable to automated controls and computer technology than any other transport mode. That means there is great potential in research and development, in improving efficiency, allowing higher speeds and greater loads—in the end, providing the United States with a better, more reliable, less expensive freight transportation system than it has now. **THE END**

**WHEN ANSWERING ADS—
GIVE YOUR ZIP CODE**

STAIR CLIMBER by WECOLATOR



Enjoy your multi-story home without climbing a single step with a comfortable, dependable, maintenance free Wecolator Stair Climber. Installs quickly and neatly on straight or curved stairways. Operates on standard 110 volt household service. Also available - Cheney Wheelchair Lift - a real help to persons confined to wheelchairs.

Write or telephone for a free brochure
**THE CHENEY COMPANY, 7611 N. 73rd St.
Dept. L, Milwaukee, Wisconsin 53223
414/354-8510**

**I WANT EVERY READER
of this Paper to have my big red
EARLIANA TOMATO**

"KING OF THE EARLIES"
Big solid, scarlet fruit, disease resistant, heavy yielder. Ideal for table or canning. Send 15c for big packet or 25c for 2 packets **FREE** and copy of Seed and Nursery Catalog.

**R. H. SHUMWAY SEEDSMAN
Dept. 305 ROCKFORD, ILLINOIS 61101**

FALSE TEETH KLUTCH holds them tighter

KLUTCH forms a comfort cushion: holds dental plates so much firmer and snuggler that one can eat and talk with greater comfort and security; in many cases almost as well as with natural teeth. Klutch lessens the constant fear of a dropping, rocking, chafing plate. If your dentist doesn't have Klutch, don't waste money on substitutes, but send us 10c and we will mail you a generous trial box.

KLUTCH CO., Dept. 107M, ELMIRA, N.Y. 14902

**Be a
LOCKSMITH!**

**EARN WHILE
YOU LEARN**

**Send for
FREE BOOK**

Big opportunities. Big profits. Earn quickly. Full or part time. Learn at home, it's easy. Do real jobs: All Tools—Materials Supplied. Accredited member NHSC, Inc. State of NJ—Vet. Appd. Send name, address & Zip for FREE book.

Locksmithing Institute, Dept. 1221-121, Little Falls, N.J. 07424

PSORIASIS can be controlled

Bowie, Maryland—August 30, 1971

"Please don't stop sending order blanks, as using your product is the only relief I get from the itching and scaling of psoriasis. I have it on my body in various places, and also on my scalp. Thank you." This report tells of a user's success with our GHP ointment for the outward symptoms of psoriasis. Send for full information and details of a 14 day trial plan to:

Canam Sales Company, Dept. 400
Rockport, MA 01966

FIND BURIED TREASURE

Find buried gold, silver, coins, treasures with powerful new electronic detector. Most powerful made. Ultra sensitive. Penetrates deep into earth. Works through mud, beach sand, rock, wood, etc. Signals when object is detected.

**\$1995
to
\$12950**



Write for Free Catalog, treasure hunting tips and 5 POWERFUL unusual souvenir coin.

RELCO Dept. D-199 Box 10839, Houston, Tex. 77018



"I'm sorry, the answering service is out, may I take a message, this is their answering service?"

THE AMERICAN LEGION MAGAZINE

than a year, a railroad could abandon branch lines that it actually operates at a loss and leave that field to trucks; and inaction by the ICC would permit, instead of block, abandonment.

States would be required to use at least 5% of all federal highway funds allocated to them for grade-crossing improvements—a total of about \$270 million a year. There are still 180,000 unguarded crossings in the nation, where 1,500 deaths and 3,700 injuries occur annually.

That's about the substance of the Hartke-Adams Bill. The railroads say it would be a lifesaver, though they have other problems that they want help with.

One other thing they want is an agency to own a large number of general purpose freight cars, control the movements of

THE WAR WE ALMOST FOUGHT WITH FRANCE

(Continued from page 25)

sooner did it crush the black rebellion in one part of the island, than it erupted in another part. General Leclerc tricked the black leader, Toussaint Louverture, into peace negotiations. The moment he put himself in French hands he was thrown aboard a man-of-war and shipped to France, where he died in a miserable dungeon in the French Alps. But other leaders rose to take his place, and they fought on with a suicidal frenzy and American guns.

The black freedom fighters' rage was redoubled when they learned that Napoleon, in another typical double-cross, had reestablished slavery in nearby Guadeloupe. On top of the wild spirit of resistance came a yellow-fever epidemic that killed far more French soldiers than rebel bullets. General Leclerc's letters to his dictatorial brother-in-law were one long wail of despair.

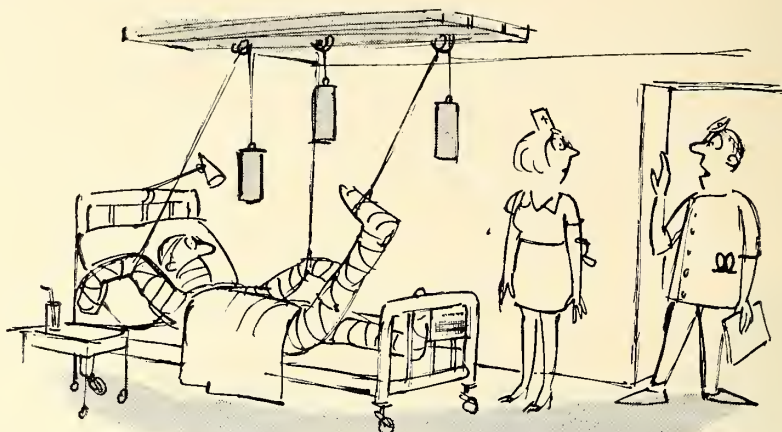
PHYSICALLY exhausted and utterly baffled by his failure, Leclerc himself caught yellow fever and died in December 1802. By this time, the remnant of his once proud army was clinging to a small enclave around Port au Prince, fighting off ever more ferocious native attacks, and praying for orders to evacuate. Instead of a springboard to invade Louisiana, Napoleon found himself minus 20,000 men and one of his best generals. For a final twist of bad luck, winter ice blocked the Dutch port from which the occupying army had been about to sail for Louisiana.

Napoleon, who never lost his cool, now looked the scene over and decided that he'd had it for the time being. Between the unexpectedly tough and nervy Americans and his colossal bad luck in

Haiti and Holland, it was time to pull back. Better, he told himself, to finish off England first.

This meant three things to Napoleon. First, there was no point holding Louisiana until he had whipped England. The British navy might take it back the minute the new war started, or the Americans could easily take it once he was heavily engaged with Britain.

moned to his palace at Saint-Cloud the French Minister of the Treasury, Francois de Barbe-Marbois, and plunged into a long discussion of Louisiana with him. Marbois had spent many years in America and in the West Indies, and was married to an American wife. He expressed sorrow that the ex-allies were now on the brink of war over the territory. "Well, you have the charge of the treasury," Napoleon said, "let them give you one hundred millions of francs (\$20



"Add another leg weight, rerope the pulleys, oil the bed crank and give him a couple of aspirin."

THE AMERICAN LEGION MAGAZINE

Second, once he had beaten England he would control the seas and he could then handle the Americans with less trouble than they'd given him so far.

Third, for his impending invasion of Britain he needed money. So why not sell Louisiana to the Americans—get their cash now and settle their hash later?

On April 12, 1803, Napoleon sum-

million) . . . and take the whole country."

The astonished Marbois reminded Napoleon that he had promised the Spanish king that he would never sell Louisiana to a foreign power. With a cynical smile, Napoleon revealed to Marbois his long-range plans. Practically quoting the very words that Secretary of State Madison had planted in the French ambassador's mind, Napoleon assured Marbois that the new territory would cause "rivalries in the bosom of the union" by "separating the interest of the eastern and western states." Inevitably, Napoleon predicted, two separate nations would arise. Once that happened, it would be absurdly simple to play one off against the other, and make one or both French satellites. If the Americans were willing to pay cash for such a fate, why not take it—and to hell with Spain's feelings.

The Americans, meanwhile, remained convinced that war was imminent. Early in April, when James Monroe finally landed in Le Havre, he was greeted by a note from Ambassador Livingston telling him that nothing but bayonets could pry Louisiana out of France's hands. In Washington, D.C., during the same week, Jefferson asked his Cabinet to vote on terms of an alliance with England to block the French from Louisiana. They agreed to promise England not to sign

HAVE YOU CHANGED YOUR ADDRESS?

To insure that your magazine will follow you if you've changed your address recently or expect to shortly, fill out this coupon and mail to: Circulation Dep't, The American Legion Magazine, P. O. Box 1954, Indianapolis, Ind. 46206. Also, notify your post adjutant.

ATTACH ADDRESS LABEL FROM YOUR CURRENT ISSUE IN THIS SPACE OR PRINT OLD ADDRESS

PLEASE PRINT

Date _____

NAME _____ POST NO. _____

(MEMBER'S NAME)

CARD NO. _____ YEAR _____ DEPT. _____

NEW ADDRESS _____

(STREET)

(ROUTE OR P.O. BOX)

CITY or TOWN _____ STATE _____

(ZIP CODE)

a separate peace with France. But they also voted not to let England seize any part of Louisiana territory under any circumstances.

In Paris, Foreign Minister Talleyrand began feeling out Livingston on the big sale. Without warning, he asked the American ambassador if he wanted to buy the entire Louisiana territory.

LIVINGSTON missed the point, or didn't believe his ears. He reiterated his old song about only wanting New Orleans and the Floridas. Talleyrand shrugged and said that without New Orleans the rest of the territory all the way to Canada was worth little. "What would you give for the whole?" Nobody had ever discussed the whole before.

The stunned Livingston suggested 20 million francs—about \$4 million. Talleyrand said that was too low, and urged him to think about it. Then he airily remarked that he was acting without orders, and said the whole conversation was "unofficial."

Two days later, the official French negotiator, Barbe-Marbois, made his move. He asked the American ambassador if he could see him late that evening. At about 11 o'clock, having gotten rid of some fellow diplomats he was entertaining, Livingston hurried to Marbois' home. There he was told Napoleon wanted to sell all of Louisiana for 100 million francs. Livingston gasped. So far, Congress had only voted \$2 million for the acquisition of New Orleans. His diplomatic instructions from the President authorized him to go as high as \$10 million. But \$20 million?

He beat Marbois down from 100 mil-

lion to 60 million francs, and then left him with the severe warning that he still felt the price was too high. Livingston rushed home and wrote an exultant letter to Secretary of State Madison, telling him that the U.S. Government ought to grab it and could get the whole price back from the sale of the land to settlers.

A few days later, Monroe entered the negotiations and after some initial doubts, agreed with Livingston that Marbois' 60 million-franc offer (\$12-million) was irresistible. Nervously, both envoys wrote to President Jefferson and Secretary of State Madison, hoping they would not be censured because they had exceeded their instructions. The moment Madison heard from Livingston that the French were ready to sell the whole territory, he rushed an instant approval on board the first ship. It was, Madison said, "a truly noble acquisition."

FROM THESE words, it is evident how little Madison meant his earlier statement that American expansion beyond the Mississippi would create two hostile nations—though Napoleon had bought it hook, line and sinker. Madison never doubted that Louisiana could be brought into the Union by breaking it up into states and accepting them as equal partners in the American experiment, in the same orderly, peaceful way that Kentucky and Tennessee had already added their stars to the flag. He had also foreseen that the idea of a federal republic was beyond the grasp of a dictator like Napoleon Bonaparte.

Further negotiation with Marbois shaved the actual price for the territory

(Continued on page 46)



"Okay if we use your car? The insurance on Wallie's was cancelled."

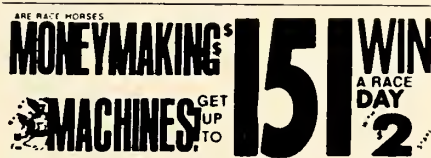


We give you a better fit.

Dentur-Eze holds dentures naturally firm. It protects gums as long as it holds, and lasts longer too. So you can enjoy the good things in life.

For the kind of fit you've always wanted, get Dentur-Eze today, at your favorite drug counter.

Dentur-Eze
CUSHION PLASTIC



"HE SAID HE'D had wins at tracks on the day of \$874, \$1082, and \$1516. I thought he must be a millionaire. Then I found out he wasn't. He'd simply had \$20 on all predictions of PENCLIFF world's top race computer."

SENSATIONAL-space age-scientific, yet so easy to operate, wonderful Pencliff on sale since 1965, has a master director and 6 predictors. You simply FEED IN previous form, weights, etc. FABULOUS results U.S.A., Canada, U.K., etc. We supply FACTS—over 4,000 latest U.S.A. CHECKABLE big win PENCLIFF predictions. BIG \$2 pay-off's incl. \$69, \$70, \$82, \$90, \$99, \$104, etc., and BIG track wins—\$2 stakes on all predictions in all races incl. \$113, \$118, \$121, \$134, \$141, \$151, etc. CLEAR PROFIT ON THE DAY. Money refund guarantee. Learn how an accident on the inventor's yacht, his 25 years racing experience, aid of 12 other experts, and a giant I.B.M. Computer, all led to the invention of amazing PENCLIFF.

R.H.P. Co., Box 5715 PAMN, Carmel, Calif. 93921. Tear out this ad NOW and mail with name, address, and zip.



Easy way to raise money for your Organization because everyone has fun playing BINGO! Thousands of Organizations are making up to \$500.00 per week using "BINGO KING" supplies and FREE Ideo Bulletins. Write for FREE catalog and details on raising money for your Organization.

PLEASE GIVE NAME OF ORGANIZATION.
'BINGO KING'
DEPT. 738 BOX 1178, ENGLEWOOD, COLO. 80110



Train quickly in 8 short weeks at Toledo for a bright future with security in vital meat business. Big pay, full-time jobs —HAVE A PROFITABLE MARKET OF YOUR OWN! Time payment plan available. Diploma given. Job help. Thousands of successful graduates. ONLY 48th YEAR! Send now for big new illustrated FREE catalog. No obligation. G.I. Approved. NATIONAL SCHOOL OF MEAT CUTTING Dept. A-49, Toledo, Ohio 43604

SPARE TIME CASH! SELL ON SIGHT!

SELL new lifetime, Golden Metal Social Security Plates in spare time for BIG PROFITS. Millions waiting to buy. No investment or obligation whatsoever. SEND FOR FREE SAMPLE AND COMPLETE SALES KIT NOW! RUSSELL PRODUCTS CO. P.O. BOX 286 AL-26 PULASKI, TENN. 38478

THE WAR WE ALMOST FOUGHT WITH FRANCE

(Continued from page 45)

to \$11,250,000. Another \$3,750,000 was thrown into the pot to cover unpaid debts owed by France to U.S. citizens, which the U.S. Government agreed to assume. Thus a festering dispute that had soured U.S.-French relations for years was also removed.

ONE PROBLEM remained, from the American point of view. There was nothing in the Constitution that gave the federal government the power to acquire additional territory. Jefferson felt that an amendment to the Constitution was needed to make the purchase legal. In the meantime, he told one close friend that he must go ahead with the purchase and rely on the nation to approve it later as "an act done for its great good, without its previous authority." Then came news from France that Napoleon was regretting the deal. He groused that Marbois had been too generous with the Americans and talked of abrogating the agreement if the money did not arrive soon. This made Jefferson fear that to admit the deed was done outside the Constitution would give Napoleon an opening to withdraw the bargain. Jefferson called a special session of Congress to proceed with the purchase without asking any Constitutional questions. On October 20, 1803, the Senate voted 24 to 7 in favor of the treaty. The money, in U.S. Government securities, was rushed to France by the fastest available ship.

Unexpected difficulty came from the Spaniards, who were still in control of Louisiana. They had agreed to reopen the port of New Orleans to American goods. But when they heard that Napoleon had violated his promise not to sell the territory, they were furious and

at first intimated that they would not honor the treaty. Jefferson flexed his muscles and told them that such an attitude would bring on "acts of force."

On Oct. 4, 1803, the Cabinet agreed unanimously to seize New Orleans by conquest if the Spanish continued to balk. Gen. James Wilkinson, the ranking general of the American army, was ordered to put the garrison at Fort Adams in fighting readiness. The senators and representatives from Tennessee and Kentucky were asked to help raise militia volunteers. The President was soon informed by these gentlemen that he could expect 5,000 sharpshooters to arrive on a few days' notice at Fort Adams, eager and able to use the government muskets stored there. The prospect of fighting this many Americans gave the Spaniards second thoughts. They glumly turned New Orleans over to French officials on Nov. 30, 1803. The French governor held it for 20 days and then grumpily surrendered it to General Wilkinson and a handful of American regulars.

Nine months later, William C. Claiborne became the first territorial governor. In another eight years, Louisiana was a state, the first to be admitted from the territory.

As for Napoleon settling our hash later, Lord Nelson wrecked his dreams

of ruling the seas at Trafalgar in 1805, and his own hash was settled for good at Waterloo in 1815.

A separate transfer of the upper reaches of the Louisiana Territory took place in St. Louis on March 9, 1804. Capt. Amos Stoddard handled both sides of the transfer. The French liked him so much that they let him represent them, too.

Meanwhile, the Lewis and Clark expedition had moved down the Ohio on Aug. 31, 1803. Twenty-four months later, they sighted the Pacific Ocean at the mouth of the Columbia River, and a year later they were back in Washington with maps and voluminous reports on the Indians, the game, the soil, the rivers, the mountains and lakes of our immensely rich continental heartland. American pioneers by the tens of thousands soon followed them. With justifiable pride, President Thomas Jefferson hailed the birth of "an empire for liberty."

THE END

NONMEMBER GIFT SUBSCRIPTIONS

Give your non-Legionnaire friends a one-year gift subscription to **The American Legion Magazine**. For each subscription, send name, address and ZIP number along with \$2 check or money order to: Circulation Dept., P. O. Box 1954, Indianapolis, Ind., 46206. \$1 additional outside U.S. limits.

STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION

(Act of August 12, 1970; Section 3685, Title 39, United States Code)

1. Title of Publication: THE AMERICAN LEGION MAGAZINE.

2. Date of filing: September, 1971.

3. Frequency of issue: Monthly.

4. Location of known office of publication: 1100 West Broadway, Louisville, Kentucky 40201 (Jefferson County).

5. Location of the headquarters or general business offices of the publishers: 700 N. Pennsylvania St., Indianapolis, Ind. 46206.

6. Names and addresses of publisher, editor, and managing editor:

Publisher: James F. O'Neil, 1345 Avenue of the Americas, New York, New York 10019.

Editor: Robert B. Pitkin, 1345 Avenue of the Americas, New York, New York 10019.

Managing Editor: None.

7. Owner (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding 1 percent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a partnership or other unincorporated firm, its name and address, as well as that of each individual must be given.)

The American Legion, 700 N. Pennsylvania St., Indianapolis, Indiana 46206.

8. Known bondholders, mortgagees, and other security holders owning or holding 1 percent or more of total amount of bonds, mortgages or other securities: None.

9. For optional completion by publishers mailing at the regular rates (Section 132.121, Postal Service Manual)

39 U.S.C. 3626 provides in pertinent part: "No person who would have been entitled to mail matter under former section 4359 of this title shall mail such matter at the rates provided under this subsection unless he files annually with the Postal Service a written request for permission to mail matter at such rates."

In accordance with the provisions of this statute, I hereby request permission to mail the publication named in Item 1 at the reduced postage rates presently authorized by 39 U.S.C. 3626.

James F. O'Neil, Publisher

10. For completion by nonprofit organizations authorized to mail at special rates (Section 132.122, Postal Manual) The purpose, function, and nonprofit status of this organization and the exempt status for Federal income tax purposes have not changed during preceding 12 months.

11. EXTENT AND NATURE OF CIRCULATION

| | | |
|--|-----------|-----------|
| A. Total No. Copies Printed (Net Press Run)..... | 2,695,713 | 2,712,466 |
| B. Paid Circulation | | |
| 1. Sales Through Dealers and Carriers, Street Vendors and Counter Sales..... | None | None |
| 2. Mail Subscriptions | 2,665,350 | 2,687,136 |
| C. Total Paid Circulation | 2,665,350 | 2,687,136 |
| D. Free Distribution by Mail, Carrier or Other Means | | |
| 1. Samples, Complimentary, and Other Free Copies.... | 11,189 | 11,040 |
| 2. Copies Distributed to News Agents, But Not Sold | None | None |
| E. Total Distribution (sum of C and D) | 2,676,539 | 2,698,176 |
| F. Office Use, Left-over, Unaccounted, Spoiled After Printing | 19,174 | 14,290 |
| G. Total (sum of E & F—should equal net press run shown in A) | 2,695,713 | 2,712,466 |

I certify that the statements made by me above are correct and complete.

James F. O'Neil

There's more to do...



Give More to Christmas Seals



**This is
a summer
cottage.**

**Your kid's
education.
An ocean
voyage.**

Retirement.

Pretty practical way to look at something as patriotic as U.S. Savings Bonds, right? Well, there's nothing un-American about being practical. Which is exactly what you are when you put your savings into U.S. Savings Bonds.

And, if you like to save time as well as money, Savings Bonds are surprisingly easy to buy. Just pick them up at your bank, or join the Payroll Savings Plan where you work.

So put your savings in Savings Bonds. You could eventually end up with the summer cottage and the college education and the ocean voyage and retirement. And whatever else you want to save for.

**Take stock in America
Buy U.S. Savings Bonds**

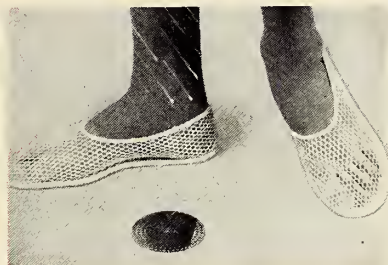


The U.S. Government does not pay for this advertisement. It is presented as a public service in cooperation with The Department of the Treasury and The Advertising Council.

THE AMERICAN LEGION SHOPPER



GIANT GRAB BAG of over 100 unassorted foreign stamps, plus catalog of stamp offers in America. Offer made to get names for stamp mailing list. Send 10¢ with name & address to: Littleton Stamp Co., Dept. GB-12, Littleton, N.H. 03561



LIGHT WEIGHT SHOWER shoes for the shower, pool, beach, etc. Made of white waterproof nylon net with a non-slip stretch edge & a non-skid Angelite sole. Sizes: small, 4 to 5½; medium, 6 to 7½; & large, 8 to 9½. Only \$3.00 a pair ppd. Walter Drake AL70, Drake Bldg., Colorado Springs, Colo. 80901



PERFECT GIFT for your favorite Legionnaire. Handsome, decorator designed 4-oz deodorant of after-shave lotion. Beautifully packaged green bottle with gold & blue Legion emblem. Gift boxed. Only \$4.50. Specify no. 76191. National Emblem Sales, P.O. Box 1055, Indianapolis, Ind. 46206.

1000 RETURN ADDRESS LABELS



\$1.00

USE YOUR
"ZIP" CODE

RICH GOLD TRIM
FREE HANDY BOX

Quick and easy way to put your name and return address on letters, checks, books, records, etc. ANY name, address and Zip code up to 4 lines, beautifully printed in black on white gummed labels with rich gold trim. 2" long. Free decorative box for purse or desk. Set of 1000 labels just \$1 postpaid. Money back if not pleased. Don't know your Zip code? We'll look it up for you. Send for free catalog.

Walter Drake 334-C Drake Building
Colorado Springs, Colo. 80901

MAGNIFYING GLASSES



A Blessing For Folks Over 40

Read newspaper, telephone book, Bible and do close work easily. SEE CLEARER INSTANTLY. Not Rx or for astigmatism or eye diseases. 10 day trial. Sturdy, good-looking. Glass precision ground and polished; metal hinges. Send age, sex. **SATISFACTION GUARANTEED.** On arrival pay postman \$4.95 plus C.O.D. or send only \$4.95 and we pay postage. **PRECISION OPTICAL CO., Dept. 34-M Rochelle, Ill. 61068**



MORE BRILLIANT than DIAMONDS says Reader's Digest, SatEvePost about this new, man-made jewel Titania! For settings of your choice only \$15 per carat; a 1-ct man's box 14K ring is only \$44, m'lady's 1-ct fishtail a mere \$36.00. **OUR 26TH YEAR!** Write for **FREE HANDY RING SIZE CHART & 120 PAGE FULL COLOR JEWELRY CATALOG.** **TEN DAY MONEY BACK GUARANTEE**

REGENT Lapidary Company Dept. AL-12
511 EAST 12 STREET • NEW YORK 10009 N.Y.

SAVE YOUR HEART WITH... STAIR-GLIDE

Rental-Purchase Plan Available
Installs quickly • Will not mar stairway • Tax deductible when recommended by physician • Costs about 8¢ a wk. to operate • Guaranteed.

Used by thousands: Cardiac Patients, Sr. Citizens, Post Operatives, Arthritics, and as a Wife-Saver.

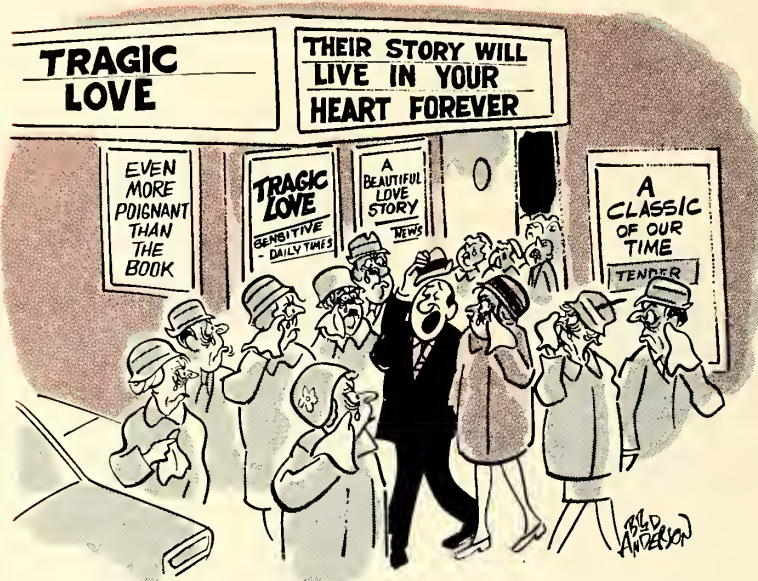
Write For Free Brochure

AMERICAN STAIR-GLIDE CORP.
201 W. 80th Terr. Dept. AL12
Kansas City, Mo. 64114

STOP ERRORS with SCREW CHEK'R CHECKS:

| SCREW | | Ruelle Brothers SPECIALTY HARDWARE P. O. Box 314 Perkasie, Pa. | | | | | | | | | |
|-------|------|---|------|-------|------|-------|------|------|------|------|----|
| SIZE | 1/8" | 3/16" | 1/4" | 5/16" | 3/8" | 7/16" | 1/2" | 5/8" | 3/4" | 7/8" | 1" |
| 1 | 64 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 2 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 3 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 4 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 5 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 6 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 7 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 8 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 9 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 10 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 11 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 12 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 13 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 14 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 15 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 16 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 17 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 18 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 19 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 20 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 21 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 22 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 23 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 24 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 25 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 26 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 27 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 28 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 29 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 30 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 31 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 32 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 33 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 34 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 35 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 36 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 37 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 38 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 39 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 40 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 41 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 42 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 43 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 44 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 45 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 46 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 47 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 48 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 49 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 50 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 51 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 52 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 53 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 54 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 55 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 56 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 57 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 58 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 59 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 60 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 61 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 62 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 63 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 64 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 65 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 66 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 67 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 68 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 69 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 70 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 71 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 72 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 73 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 74 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 75 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 76 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 77 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 78 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 79 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 80 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 81 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 82 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 83 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 84 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 85 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 86 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 87 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 88 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 89 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 90 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 91 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 92 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 93 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 94 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 95 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 96 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 97 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 98 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 99 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 100 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 101 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 102 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 103 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 104 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 105 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 106 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 107 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 108 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 109 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 110 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 111 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 112 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 113 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 114 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 115 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 116 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 117 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 118 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 119 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 120 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 121 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 122 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 123 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 124 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 125 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 126 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 127 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 128 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 129 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 130 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 131 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 132 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 133 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 134 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 135 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 136 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 137 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 138 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | 56 | 56 | 56 | 56 |
| 139 | 56 | 47 | 42 | 56 | 56 | 56 | 56 | | | | |

PARTING SHOTS



"Mush!"

THE AMERICAN LEGION MAGAZINE

GHOST OF CHRISTMAS NOW

The chagrined rural minister had made an eloquent plea for generous support of his pre-Christmas collection for the poor. After a quick once-over of the collection plate, he cleared his throat, looked out over the congregation and said:

"Will the real Ebenezer Scrooge please stand up?"

D. O. FLYNN

CREATING GOOD WILL—AND PROFITS

A GI on a jetliner became engrossed in conversation with the man sitting next to him.

The man said, "I believe that it's a man's duty to share any good fortune he may have with his wife. For instance, when he makes a little extra profit, he ought to buy her a nice new dress."

"That sounds like a good idea," said the GI. "Are you a psychologist or something?"

"No," came the reply. "I'm a dress manufacturer."

ROBERT RICH

THE MAGIC WORDS

While walking along the avenue, Barton, whose married life was rather stormy, ran into an old friend whom he hadn't seen in some time. During the course of the conversation, the friend said:

"You know, I had words with my wife last week and she left me."

Barton, still smarting from the latest run-in with his wife, appeared interested.

"Say, old pal," he queried eagerly, "do you remember the words?"

F. G. KERNAN

TRUTH AND CONSEQUENCES

One advantage of being truthful: you don't have to remember which lies go with which people.

GEORGE A. MAYERCHAK

MORE THAN ONE'S A CROWD

Fragile snowflake on my sleeve,
You're different from all others;
But I can gladly do without
Your sisters and your brothers.

BLANCHE A. WEAVER

CATARRH SOLO

When you've a bad cold in your nose,
And nasal passages all close,
And you try hard to blow but can't,
Be glad you're not an elephant.

G. STERLING LEIBY

CHURCH SONG

Hymn: Prayer shaped tone

SHELBY FRIEDMAN

OF OSCARS AND EMMIES

TV and film awards
Are useful it would seem—
They offer stars a chance
For letting off esteem!

BILL WEBB

THINK ABOUT IT

When a man relies on his wife's memory,
it's probably a poor one.

FRANKLIN P. JONES

BONE OF CONTENTION

This cause you hail as "women's lib"
Is really nothing but a rib;
And just to square the record, Madam,
The rib in question came from Adam.

D. S. HALACY, JR.



"This is my oldest child. It's a boy."

THE AMERICAN LEGION MAGAZINE

BEAUTIFULLY GIFT-PACKAGED AT NO EXTRA COST.
SEAGRAM DISTILLERS CO., N.Y.C. BLENDED WHISKEY.
86 PROOF. 65% GRAIN NEUTRAL SPIRITS.

The image features a bottle of Seagram's Seven Crown American Blended Whiskey and its gift box. The bottle is dark with a gold and red label that reads "Seagram's Seven Crown AMERICAN BLENDED WHISKEY" and includes a small crest and the text "A whiskey of distinctive character smooth, rich, full-flavored without a trace of heaviness". The gift box is white with a red and gold ribbon design and a crown emblem. Both are positioned in front of a large, decorated Christmas tree with red and gold ornaments and a red bow at the top.

**Give Seagram's
and Be Sure.**

Give the best of America.

**NO FRILLS.
NO FADS.
NO GIMMICKS.**

**They're not for
everybody.**



